

CAP Times

Civil Air Patrol



USAF Auxiliary

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Twenty-Second
Anniversary
Edition



Civic, Military Leaders Hail CAP Anniversary

The White House

My Dear Friends:

Since the earliest periods in our nation's history, our citizens have formed vigilance committees for one reason or another. Such committees many years ago served the purpose of keeping order or punishing crime when ordinary law enforcement agencies failed to do so.

Today, I consider each one of you a vigilante, but in a completely honorable and useful sense. Since the Civil Air Patrol's inception during the significant years of World War II, its members have maintained a constant vigil that has given American citizens a sense of security. This is a wonderful feeling and we owe you a debt of gratitude for making it possible.

Please accept my best wishes for many more years of useful service to our nation.

Best regards.

LYNDON B. JOHNSON

Department of the Air Force Washington

The record of the Civil Air Patrol as a civilian auxiliary of the United States Air Force is one of constructive accomplishments. The Civil Air Patrol education program has made a vital contribution both to the well-being of American youth and to the future security of the nation. In its daily search and rescue operations, CAP units have saved lives and equipment for both military and civilian organizations. Today, the Civil Air Patrol constitutes an invaluable and vital resource to both the Air Force and the nation. On its 22d anniversary, I congratulate each and every member of the Civil Air Patrol on this splendid record of service.

EUGENE M. ZUCKERT
Secretary of the Air Force

Department of the Air Force Office of the Chief of Staff Washington, D.C.

On the occasion of the 22d anniversary of the Civil Air Patrol, I commend a rededication of effort to all of its members. Through its youth education program, its air search and ground rescue activities and its emergency services program the Civil Air Patrol has already achieved an enviable record. However, the future challenges of the aerospace age will demand efforts surpassing those of the past decades. I am confident that, as the Civil Air Patrol enters its 23d year of service, its members will meet those challenges with ever-expanding effort and efficiency in both training and performance. On behalf of the United States Air Force, I extend sincere congratulations to the men, the women, and the cadets of the Civil Air Patrol.

CURTIS E. LeMAY
General, USAF
Chief of Staff

Headquarters Continental Air Command Robins AFB, Georgia

To all members of Civil Air Patrol, adult and cadet alike, in all 52 wings, I extend best personal wishes on this 22d anniversary of its founding. When the small group of air-minded civilians organized to offer their services to the Office of Civil Defense on 1 December 1941, Civil Air Patrol was little more than a vision. That vision has been more than amply realized. Through unceasing and imaginative effort, CAP members have built what began as a patrol service to the military into a vital, all-round force in the aerospace era. I think of CAP's basic mission of search and rescue . . . its vast potential to meet any kind of emergency . . . its foreign cadet exchange program . . . its manifold activities in aerospace education . . . and its valued service to the Air Force as an auxiliary. Secretary of the Air Force Zuckert recently stated in a letter to me that the Air Force will continue to give the strongest possible support to the Civil Air Patrol. As Commander of Continental Air Command, responsible for rallying that support, I too assure all members that I will do all I can to open up an ever greater future for Civil Air Patrol in the challenging years ahead.

EDWARD J. TIMBERLAKE
Lt. Gen., USAF
Commander

Air Defense Command United States Air Force Ent AFB, Colorado

With the celebration of its twenty-second anniversary on 1 December, the members of the Civil Air Patrol can look back on an exceptional record of achievement. We of the Air Defense Command know your work well for we have worked with you often in your emer-

In Memoriam President of the United States John F. Kennedy 1917-1963

gency tasks, and have followed with admiration your programs in educating the youth of America as to their responsibilities in the aerospace age.

Please accept from all of us in Air Defense Command congratulations on your anniversary.

HERBERT B. THACHER
Lt. Gen., USAF
Commander

Air Force Association Washington, D.C.

The more than 73,000 members of the Air Force Association join me in extending to the Civil Air Patrol warmest congratulations on the occasion of its twenty-second anniversary.

This organization of dedicated men and women, all of whom are volunteering their service in the field of aerospace education, search and rescue missions, and disaster relief, has — since its establishment many years ago — made a major contribution to the welfare and security of our nation.

We, like all Americans, are proud of the Civil Air Patrol and grateful for its service to free people everywhere.

With best wishes for continued success, I remain,
W. RANDOLPH LOVELACE II, M.D.
President

National Aeronautics and Space Administration Washington, D.C.

We who work in the nation's aeronautics and space program commend the accomplishments of the Civil Air Patrol on this, its 22d anniversary. The country as a whole is indebted to CAP for its invaluable services in air and ground rescue, communications services, and disaster relief.

The space effort, in particular, owes much and stands to gain more from CAP programs in aerospace education. In encouraging the interest of American youth in the progress and promise of aeronautics activities and

space exploration, your organization is helping prepare them for intelligent understanding of, and participation in, the world of tomorrow where science and technology developed to master flight within and beyond the atmosphere will be major factors.

To the members, all volunteers, of the Civil Air Patrol, we of NASA extend congratulations on their splendid record and wish them continued success in serving the nation.

JAMES E. WEBB
Administrator

United States Department of Justice Federal Bureau of Investigation

The Civil Air Patrol deserves the grateful appreciation of all Americans. The dedicated efforts of your organization are in the highest tradition of responsible citizenship in a democracy. Through missions of mercy, in providing aviation training for young people, and by stressing the importance of air safety, you play a significant role in our society.

It is a pleasure for me to extend congratulations to your group on the occasion of your 22d anniversary. You have my best wishes for a future of continued service.

JOHN EDGAR HOOVER
Director

Optimist International St. Louis, Mo.

Once again the Civil Air Patrol is observing an anniversary this year — it's 22d. Optimist International extends its most sincere congratulations to the CAP on this memorable occasion.

This is the second consecutive year in which Optimist International has cooperated with the CAP. We are extremely proud of this association for it represents the combined efforts of two great organizations both of whom are dedicated to the development of the youth of our country.

Your organization is playing a most important role in the future of America and we are looking forward to a continuation of our cooperative efforts.

GEORGE COBLEY, M.D.
President

Federal Aviation Agency Washington, D.C.

In 22 years of its existence, the Civil Air Patrol has compiled a unique and distinguished record of service to the aviation community and the nation at large.

As Administrator of the Federal Aviation Agency, I want to state my personal appreciation and that of the Agency for a job well done—in aviation education, search and rescue, and civil defense support, to cite just a few of the Civil Air Patrol's accomplishments.

The unselfish spirit of dedication which characterizes the more than 70,000 senior and cadet members of the Civil Air Patrol is an inspiration to all of us in aviation. We at the Federal Aviation Agency pledge you our continued cooperation and support.

N. E. HALABY
FAA Administrator

The American Legion

For myself and the two and three-quarter million members of The American Legion, I extend sincerest congratulations to the Civil Air Patrol on the occasion of its 22d anniversary.

This commendable program established on the eve of World War II has made great strides in aiding and encouraging young American citizens in the contribution of their services and resources in the development of aviation. You have provided aviation education to your young cadet and senior members and always in the event of emergency have performed a great service to aviation and your fellow man through your program of operational search and rescue work.

The Civil Air Patrol can be equally proud for its splendid work in building better citizens, young men and women who have an appreciation for the greatness of America and knowledge that citizens must work in order to assure its perpetuation.

The American Legion as in the past, will continue its full support for a strong aeronautics and space education program for the Civil Air Patrol.

DANIEL F. FOLEY

Australian Commonwealth Civil Air Patrol

Our warmest personal regards are extended to every member of the United States Civil Air Patrol on this occasion of the 22nd anniversary of your magnificent organization.

May there be another 22 years of public service to your great United States. To all of you may we extend our wishes for a Merry Christmas and a Happy New Year.

ACAP National Hq.
D. R. DALTON
Major



NEC to Meet December 6-7

NATIONAL HEADQUARTERS — The National Executive Committee will hold its third session of the year December 6-7 in the auditorium at National Headquarters, Ellington AFB, Texas.

The session will be the first meeting of the committee since the National Board Meeting in Houston, Texas, in October.

Many Units Plan Special Celebrations

NATIONAL HEADQUARTERS — During Civil Air Patrol's 22 years of service to the nation, CAP and the Air Force have joined in numerous aerospace achievements.

On Dec. 1, 1941, Civil Air Patrol was established and organized with Maj. Gen. John F. Curry, Air Corps, named national commander.

On June 26, 1946, the Army Air Corps issued a letter entitled "Local AAF Cooperation in Civil Air Patrol program," in which it stated that the Civil Air Patrol, an auxiliary of the Army Air Forces was an official Army Air Forces agency functioning under the provisions of Army Air Forces regulation.

During May, 1948, Public Law 557 was passed by the 80th Congress establishing CAP as a volunteer civilian auxiliary of the Air Force, and in January, 1949, was made a permanent civilian auxiliary of the Air Force.

On Dec. 3, 1958, Headquarters CAP was transferred from Headquarters Command to Continental Air Command. The following July the headquarters was moved from Bolling AFB, Washington, D.C. to its present home at Ellington AFB, Texas.

In December of this year, the Air Force and CAP again join in a distinctive occasion . . . the golden anniversary of the presentation of the Air Force's first aviator wings in 1913 and the 22d anniversary of CAP.

DURING the month of December, many units have planned varied activities which will highlight both the CAP anniversary and the Air Force Silver Wings celebration.

One squadron indicated a fly-over was planned to open the week-long observance. Several other squadrons and groups have planned dinner-dances using the Silver Wings theme.

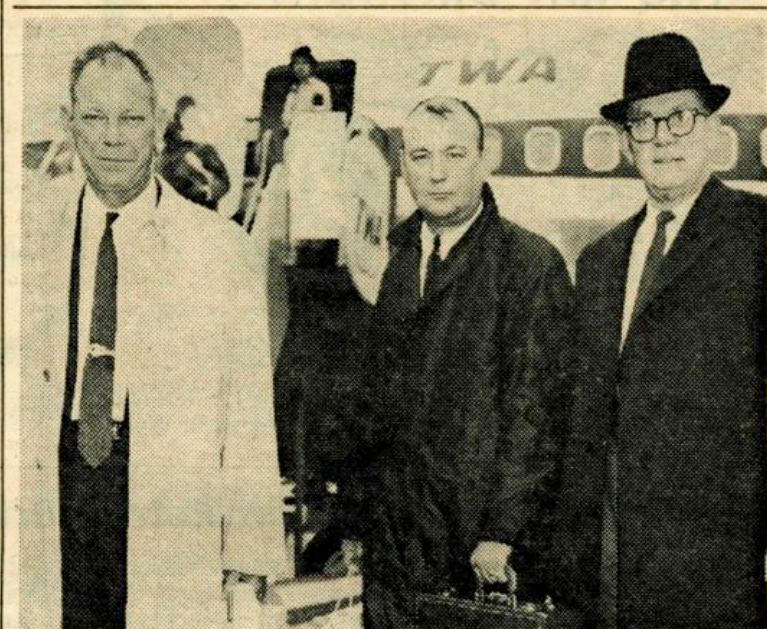
As in past years, the National Information Office has provided news releases, editorials and proclamations for city officials.

Also included in many of the kits are newspaper mats of editorial cartoons specially prepared by Col. Zack Mosley, CAP, and Milton Caniff. A limited supply of mats requires selective distribution in order to realize the greatest exposure from the least number of mats. Units having a need for local news media should contact the wing information officer. National has provided wing-level IOs with a limited supply.

Another key item in the press kit is the congratulatory messages from outstanding military and civilian dignitaries. These messages can be used by the IOs for additional news stories, locally-produced window placards or offered to newspaper editors and radio-TV announcers for local editorials or radio-TV announcements.

Follow-up stories and pictures will be printed in January CAP TIMES from units submitting material.

Continuous Growth Marks CAP's 22 Years



ARRIVAL HOME—Shown arriving at New York's International Airport recently are (l. to r.) Col. Joe L. Mason, USAF, deputy national commander; Lt. Col. Foley Collins, USAF, 1964 project officer for CAP's International Air Cadet Exchange; and Col. Paul W. Turner, CAP, chairman of CAP's National Board. The three returned from a planning conference for the IACE held in Geneva, Switzerland.

Austria to Join Exchange For First Time Next Year

NATIONAL HEADQUARTERS — Civil Air Patrol's annual International Air Cadet Exchange will be held July 19 through August 15 with Austria joining the list of European countries participating.

Col. Joe L. Mason, USAF, deputy national commander, said the addition of Austria to the IACE will see fifteen European and Middle East countries exchanging cadets, an increase of one over the 1963 Exchange.

Colonel Mason, accompanied by Col. Paul W. Turner, CAP, chairman of the National Board, and Lt. Col. Foley D. Collins Jr., director of cadet special activities at National Headquarters, flew to Geneva for November 4-5 meeting with representatives of European and Middle East Aero Clubs.

The group met in the famed Palais Des Congres (Palace of Congress) in Geneva with Renee Jeaneret, Neuchatel, Switzerland, vice president of the Swiss Aero Club, as conferences host. Peter Yperlaan, coordinating agent for the European and Middle East Aero Clubs and secretary general of the Royal Netherlands Aero Club, was presiding officer.

Foreign countries which will

participate include: Austria, Belgium, France, Germany, Israel, Denmark, Greece, Norway, the Netherlands, Portugal, Spain, Sweden, Switzerland, Turkey, and the United Kingdom.

Canada also will participate and it is expected that the Latin American countries which took part last year will again join the Exchange in 1964. These included Argentina, Chile, Costa Rica, Ecuador, El Salvador and Peru. Arrangements for their participation will be completed in early 1964.

As in past Exchanges, each country will exchange five cadets with the exception of Canada and the United Kingdom. Canada will send 13 and the UK 25 cadets.

Five CAP cadets will visit with each foreign country, assembling in Washington, D.C., July 19 for overseas departure on July 21.

The American bound European and Middle East cadets will assemble at Rhein/Main Air Base, Germany, July 22 and will begin their flight to the U.S. July 23. The USAF's Military Air Transport Service will fly both the CAP cadets and the foreign cadets on the trans-oceanic leg of the Exchange.

70-Year-Old Air Pioneer Retires From Florida Wing

HOLLYWOOD, Fla. — The long eventful history of the Florida Wing has been marked repeatedly by the untiring efforts of one of the wing's most able workers . . . Lt. Col. G. N. "Hutch" Hutchinson. On the eve of the Civil Air Patrol's 22d anniversary, Colonel Hutchinson retired from active service.

The veteran flyer logged his first hours in a JN4B "Jenny" in the early 1900s and progressed to the T-33 jet trainer in which he logged five hours.

Colonel Hutchinson joined CAP in 1949 and since that time has attended 10 summer encampments. A year ago he donated the G. N. Hutchinson Trophy which is presented annually to the outstanding cadet at the Florida encampment.

The energetic colonel moved to Miami Beach when the population was 400 and aircraft were flown from the beaches. Now admitting to more than 70 years of age, he has logged more than 6000 flying hours.

He has not limited his activities to CAP. The gray-haired veteran helped organize the Key West Kiwanis Club and flew down to the island each week for a year to help get the club active.

He is a life member of the Florida Air Pilots association; helped organize the Broward County Air Force Association flight; has been active in the Greater Miami and Broward County Aviation association; a "Flying Alligator"; member of the OX-5 Club; a Shriner and an Elk.

NATIONAL HEADQUARTERS — Growth is the key word that best describes the Civil Air Patrol during its 22 years of active service to the nation. Growth in membership, growth in the number of chartered units, and growth in the scope of its varied programs and responsibilities. All of these are indications of the continuous expansion of CAP into a greater public service organization.

On December 1, when units across the nation began their observances of CAP's 22d anniversary, the membership of the organization had already reached 31,876 seniors and 47,919 cadets.

CAP units are already engaged in a variety of anniversary observances in conjunction with local city, county and state officials. State Governors have issued proclamations setting aside a week or a day for special recognition of CAP. The mayors of cities, towns and villages have also proclaimed CAP Day or Week in their particular areas.

CIVIL AIR PATROL units have reported to National Headquarters their plans to conduct open house and set up exhibits and public displays to show the varied activities carried on by CAP squadrons.

Keeping an eye fixed on the future of Civil Air Patrol has been one of the prime motivations of the organization members. During its 1961 meeting, the Long Range Planning Committee established a series goal for the Civil Air Patrol to reach by 1966. Chief of these is a membership that will include 100,000 cadets and 60,000 to 65,000 senior members.

Continued expansion of Aerospace Education programs is another of the goals outlined by the committee under the Long Range Plan.

A figure of no less than 10 percent enrollment has been established for all private owners and pilots in the Emergency Services program that is designed to carry out a national search and rescue program. This is another of the goals of the Long Range Plan.

Other points outlined as goals for Civil Air Patrol members in the future is a continuous operation of ground rescue units to support the aerial search and rescue programs; to establish and maintain plans and procedures to provide assistance to Civil Defense and USAF Reserve Recovery Program; and to maintain adequate communications to support operational, training and emergency requirements.

The past year has seen significant growth and improvement in the various activities sponsored by CAP.

With the help of the United States Air Force, and specifically the Military Air Transport Service Command, the Civil Air Patrol held one of its most successful International Air Cadet Exchange programs since the IACE began in 1948. During the past summer, 130 foreign cadets and 40 escort officers from 21 countries took part in the 16th annual IACE.

The U.S. Air Force and the Continental Air Command headed by Brig. Gen. Edward J. Timberlake Jr., supplied numerous airlift flights for cadets and seniors taking part in annual summer encampments.

In the latest statistical data report on wings and regions, dated August 31, 1963, it is noted that the number of radio stations has increased measurably over the last year's total of 14,000. Aircraft inventory has declined slightly in

the past year, but remains at a fairly constant level of 3082 member-owned planes and 849 corporate owned planes.

During the summer of 1963, 179 aerospace education workshops were conducted in colleges and universities throughout the nation. By comparison, in 1951 there was only one experimental teacher workshop conducted in Puerto Rico.

As the Civil Air Patrol continued to grow in the years immediately following World War II, the federal government took note of the importance and efficiency of the organization and in 1948 officially designated CAP as the auxiliary of the USAF.

Since that time there have been seven National Commanders. Col. Paul C. Ashworth, USAF, is the current commander with headquarters at Ellington AFB, Texas. He serves as administrator for the Civil Air Patrol Corporation. Head of the Corporation is Col. Paul W. Turner, CAP, national chairman of the board. Colonel Turner maintains a headquarters in Nashville, Tenn.

New Airport Set to Open At Kitty Hawk

POWERED flight is returning to Kitty Hawk—the scene of its birth.

For the first time since the Wright Brothers piloted their flying machine on its historic flight 60 years ago on December 17, 1903, the sound of airplanes landing and taking off will be heard over the sands of Kill Devil Hill.

The occasion will be the opening of the First Flight Airport—now being constructed in a cooperative effort by the State of North Carolina and the Federal Government.

THE DEDICATION of the new airport on December 17, will coincide with the 60th anniversary of the Wright Brothers' flight, and follow closely CAP's 22nd anniversary on Dec. 1.

And the runway of the new First Flight Airport will parallel the flight path of the Wright Brothers' first trip.

But there the parallel ends. In 1903, the longest flight by Orville and Wilbur Wright covered a distance of only 852 feet. The runway of the First Flight Airport is 3000 feet long. Sixty years ago the famous brothers averaged less than 10 miles per hour on their trip. The planes in for the dedication will exceed that speed 10 to 20 times.

The new airport was originally proposed by the Department of Interior's National Park Service which owns the land and operates Wright Brothers National Memorial at Kill Devil.

The Park Service obtained the cooperation of the Federal Aviation Agency and the state of North Carolina in building the airport. The FAA, the Park Service and North Carolina are each contributing a third of the cost.

The airport will have a single 3000 foot by 50 foot paved runway with parallel taxiway, turn arounds, 300 foot by 200 foot parking apron, access road to tie in with the existing roadway system serving the Wright Memorial, and wind cone and segmented circle. Clear zones are provided to insure a 20 to 1 glide angle at both ends of the runway.

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Spirit of Service

I think it is appropriate, as Civil Air Patrol observes its 22nd anniversary, to pause and reflect a moment on the underlying basic principles upon which this organization was founded.

From the inception of CAP to the present time, the terms "volunteer" and "voluntary" have been associated with the thousands of members who joined this unique fraternity of public service.



ASHWORTH

Just what is a "volunteer"? Webster defines it as "one who enters into, or offers himself for, any service of his own free will." He also defines "voluntary" as "acting, or done, of one's own free will without valuable consideration or legal obligation."

But there is another underlying factor which motivates the volunteer to offer himself freely for voluntary service as exemplified in Civil Air Patrol since December 1, 1941.

This important and inherent factor is, I believe, a deep sense of obligation on the part of the individual to offer himself in some measure of service to his fellowman, his community, state and country. Coupled with this feeling of obligation is a basic need of man — the sense of belonging to a particular group where he may associate himself with some mutual identity of goals and specialization of functions and interest.

After the end of the war, with the encouragement of General Arnold and General Spaatz, the spirit of service to the nation was kept alive by those members who were dedicated to the preservation and furtherance of CAP. Legislation in 1946 resulted in Public Law 476, 79th Congress, which chartered CAP as a volunteer, civilian, non-profit corporation and delineated its purposes and objectives:

"To provide an organization to encourage and aid American citizens in the contribution of their efforts, services, and resources in the development of aviation and in the maintenance of air supremacy, and to encourage and develop by example the voluntary contributions of private citizens to the public welfare" and "To provide aviation education and training especially to its senior and cadet members; to encourage and foster civil aviation in local communities and to provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies."

This legislation was followed in 1948 by Public Law 557, 80th Congress, which designated CAP "a volunteer civilian auxiliary of the Air Force."

The key words of Public Law 476 are "voluntary contributions (and services) to the public welfare..." Civilian volunteers of CAP have, during the past 22 years, given unstintingly of their personal resources and even of their lives in the relief of suffering and in the safeguarding of the lives and property of their fellow Americans through the performance of aerial search and rescue, mercy missions and disaster relief. Of even greater importance to the public welfare CAP has developed an outstanding cadet program that is making a significant contribution toward developing our young people into better educated and better disciplined citizens.

CAP's record of service to the nation has been borne along on an undercurrent of motivation and dedication which is an intangible thing called "Spirit of Service."

As Civil Air Patrol enters 1964 and its 23rd year of service to the country, I call on every member to perpetuate this spirit of service with renewed dedication and purpose, striving for accomplishment of goals and the ideals of CAP.

I commend you for your untiring volunteer efforts during the past year, and urge you to still greater achievements in 1964. On behalf of Civil Air Patrol and my staff at National Headquarters, I wish each of you a happy 22nd anniversary.

Paul C. Ashworth
Col. USAF

TWO-WAY BIRTHDAY!!



50 YEARS FOR
THE AIR FORCE'S
SILVER WINGS—
AND 22 FOR C.A.P.



STEVE CANYON
salutes a pair of winners—as does...

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MILTON CANIFF

Letters

(ED. NOTE: The following letters were received by Headquarters, Civil Air Patrol, during the early days of its existence. The letters have become part of the National Headquarters archives and are reprinted here to show the sincerity of Civil Air Patrol's early members. The letters have been reproduced verbatim except for minor changes in spelling.)

FAMILY IN CAP

Oct. 5, 1942

Dear Commander Johnson

My name is Barry Alper. I am 10 years old and in the 5th grade. My mother, dad and brother are in CAP and next to my wish that the war should stop I wish that I could become a mascot of the CAP.

I have a CAP uniform and know military drill. I can do flank movements, to the rear march, column movements and many other things. I have been giving drill to the kids in our neighborhood.

My mom and dad took me to Peoria and I had a swell time. Mr. Countess, the Illinois Wing photographer, said that I would make a good mascot.

President Roosevelt is my good friend and if you want any references you can ask him. I hope your answer is yes.

With love,
Barry

Dear Barry,

It makes us happy here at Headquarters to know that whole families like yours are interested in the Civil Air Patrol. The more boys there are who start in aviation at

(See Letters, Page 18)

The Cover

NATIONAL HEADQUARTERS—Virgil Campbell, (r), a former cadet in the Civil Air Patrol, has gone on to other things since his picture was taken with a USAF pilot in 1961. Occasion for the photograph was the completion of a jet orientation flight taken by Campbell during the Jet Orientation Course that year.

Since 1961 Campbell has completed high school and is presently enrolled in the University of Illinois and a member of the Air Force Reserve Officer Training Corps.

While a cadet, in the Civil Air Patrol, Campbell was a member of the Danville, Ill., Squadron and attained the grade of first lieutenant. He holds qualification cards for first aid, radiation detection, and survival training. All qualifications were met while he was a member of CAP.

Campbell is a graduate of Schlarman Catholic High School in Danville and was a member of the local CAP unit for four years.

CAP in Retrospect

As your National Board Chairman on this 22nd anniversary of Civil Air Patrol, I look back over the years with a bit of nostalgia. I have seen CAP grow from the frenzied WWII years until the present time. I have watched — and participated in — most every phase of its development from the handful of emergency submarine and border patrol bases established in early 1942 to the well-organized "big business" corporation we have today.



TURNER

Many of us are not youngsters in this business. In 1927 I flew with the Tennessee National Guard, 105th Observation Squadron. After being awarded the Tennessee Bureau of Aeronautics Flight Scholarship, I received my private license in 1936. My head was already in the clouds when CAP took its first tottering steps in December 1941. That is when I joined this fine organization.

We remember the "war years" as hectic times for CAP. First, there was the difficult task of convincing the "powers that be" in Washington that CAP could be of any material value to the war effort. We were given the green light. We improvised uniforms with fancy red shoulder-boards and cranked up the "washing machine" Air Corps to begin to do our job. For my part, I flew courier ferry service, search and rescue missions, taught navigation, theory of flight and other ground subjects. Also, I established and directed a CAP ground school for fixed-base operations in Tennessee during the war years.

You do not have to be reminded of the sacrifices CAP made, with 64 lives lost during those days of turmoil. The record speaks for itself. Those lives, and CAP's unsurpassed record of service during WW II, laid the foundation for the nation's acceptance of CAP as a permanent volunteer organization in 1946. We owe a lot to those dedicated and far-sighted individuals who were instrumental in perpetuating CAP into the "big business" corporation it is today.

Not even the fever of the war years could compare with the attitude, the inspiring voluntary effort and the dedicated zeal of our membership today. We have evolved from a band of adventurous, devil-may-care "fly-boys" to a mature, business-like organization that has as its motto "Service to the Nation" which has had a national effect on communities in all our 52 wings. We are proud of our heritage of 1941, but we are prouder still of the accomplishments which have resulted from that legacy.

We have watched the leadership of this organization change hands many times. You have seen the untiring efforts of your former Board Chairmen — General Spaatz, Colonel Byrd, and Colonel Whelen, my predecessor, make this a going concern. We have received excellent guidance from our national commanders — General Curry, Colonel Johnson, General Smith, General Beau, General Agee, General McElroy and Colonel Ashworth. I am aware of the leadership displayed by the region and wing commanders, and the hundreds of group and squadron commanders. But it has been you, the CAP members, who have made this organization the success it is today.

In my 22 years with Civil Air Patrol, there have been many changes. I have talked with many people like yourselves, and have learned many things. But the one thing that has left the greatest impression, and which I appreciate and respect most, is the dedication and sincerity of the volunteer members of the Civil Air Patrol. YOU are the backbone of this organization and without you, all of the leadership and guidance would have been in vain.

On our 22nd anniversary, I salute each of you for your unselfish contributions to our nation and mankind, and I ask each of you to join in raising our sights a little higher in 1964, for I am confident that CAP — in your hands — is in good hands.

Paul W. Turner
Col. CAP

Wartime Exploits Demonstrated Versatility of CAP Planes, Pilots

AS THE SONIC boom of high-flying aircraft is a reassuring sound for today the putt-putt of low-flying single-engined planes of two decades ago was a reassuring sound to coastal seamen. It was an aerial noise like music to the men plying deep water offshore in

merchant ships supplying war needs. It was Civil Air Patrol up above—in tiny Stinsons, Wacos, Fairchild, and others—ready to send for aid if a U-boat showed its hulk.

This was wartime CAP, the beginning of a civilian organization that originally was purely an emergency measure of World War II. CAP was not intended to go beyond that, but performance registered clear and deep in U.S. annals. CAP is 22 years old this month.

DURING THE war there were 21 bases strung from Bar Harbor, Maine, to Brownsville, Texas. The land planes of the volunteers were primarily sub spotters at first, later mounted small bombs and depth charges. When the coastal U-boat threat diminished to the vanishing point in 1943 and the U.S. Navy took over the patrol, CAP moved to other duties to help the home front.

The anti-submarine months are full of heroic stories. It all began with the foresight of civilian aviation enthusiasts who argued with the military on Capitol Hill. The Army and Navy couldn't see turning the coast patrol job over to civilians in land planes.

But the CAP pioneers won, and first experimental bases were set up at Atlantic City, N.J. and Rehoboth, Del., in March 1942. In that April, another base went into operation at Lantana, Florida. Coastal Patrol of CAP was on the move with 90 days to prove itself. And it did, long before that period was up. Eighteen more bases were built during the spring and summer of 1942.

Aviators from all walks of life joined the effort. Millionaires and shoe clerks worked side by side. None was draft-exempt for being a member of CAP, and some of the healthier specimens soon donned the khaki and blue of the Army and Navy.

Under the Army then, CAP members received a small per diem allowance out of which came everything—billets, food, uniforms and incidentals. It wasn't enough but it helped. There were times when eviction was threatened when some of the CAP volunteers couldn't meet their board and room bills because their checks were delayed.

But still they plodded doggedly with their mission of coastal patrol and when things look blackest in some areas, "The Tanker Protection Fund" sponsored by large oil companies saved the day. Other contributors were stimulated by the oil firms, and upwards of \$40,000 was added to the till to help keep the little planes and their courageous pilots in the air.

It was in May, 1942 that the need for an offensive weapon for the little aircraft was realized. A Nazi submarine was stuck in a

sand bank off Cape Canaveral, Florida, trying to escape the flying eyes of CAP. The patrol plane radioed for help and circled helplessly for more than half an hour. Before the military got aid to the area, the sub became dislodged and escaped in deep water.

Army's chief of staff, General "Hap" Arnold, gave his blessing to the jury-rigs that enabled the CAP planes to carry explosives. Unofficially credited with at least the sinking of two subs, CAP dropped bombs or depth charges against 57, spotted 173 and reported numerous floating mines. Twenty-six CAP aviators lost their lives on Coastal Patrol; sixty-four members died in service during the war months.

The civilian fliers of CAP flew more than 24 million miles.

CIVIL AIR PATROL was proving its versatility elsewhere even as the Coastal Patrol performed its missions.

The southern frontier of the United States, from Brownsville, Texas, to Douglas, Arizona, received the attention of CAP working with immigration authorities, the FBI and the Army to stop illegal border crossings from Mexico. There was wartime danger at the border with foreign agents, and other undesirables attempting to filter into this country. Along the Rio Grande, CAP planes could fly low and report suspicious operations. As TV's Whirlybirds do today, CAP's light, slow-flying craft could spot vehicles and actually read license numbers for their reports.

Courier pilots ferried important cargo for defense. More than half a million pounds of mail a month was carried on regular schedules in the widespread West between Army posts. Pilots of CAP chalked up an enviable record of nearly one hundred per cent completed trips.

In the Great Lakes area and the East, other CAP pilots hauled vital shipments either on regular runs or on a standby, emergency basis. Costly shutdowns of plants sometimes were averted because a CAP plane arrived with priority parts, such as ball bearings.

There were mercy flights and search and rescue missions then, too. These were routine for experienced CAP aviators as they are today. Target-towing was added to the miscellany of things CAP could do. Army planes were scarce and target practice was necessary for ground units. It was estimated that CAP flew more than 20,000 target-towing missions of more than 46,000 flying hours during this period.

With manpower at a low ebb, even in the forestry service, CAP

helped fire wardens spot fires and learned new techniques in search and rescue that are still being used.

IN THE cold war of 1963, CAP is as alert as ever. There is a hard core of members; some of the originals are still with us, that take the "Always Vigilant," motto, very seriously.

Chances are, the Coastal Patrol as it was in 1942 is gone forever in the face of modern, missile warfare preparedness. But the story is swashbuckling and exciting. It will live forever and its telling should never cease.

World War III may never come. Should it, there is still a myriad of jobs that CAP members, the step-ahead youngsters and young adults who are learning aerospace today, will perform—to equal if not exceed the record which gave them their start.

President Kennedy has proclaimed the period of October 1 through December 31 as a time in which all Americans should be made aware of the history and significance of the present-day silver wings.

The Silver Wings anniversary marks the 50th year since the first aviator wings were presented to Capt. Charles DeForest Chandler and Lt. Thomas D. Millings on Oct. 6, 1913.

Owner-Pilots Must Meet Exacting Requirements

NATIONAL HEADQUARTERS — On a pine-covered slope of a rolling Pennsylvania mountain lies the twisted wreckage of a Cessna 180.

Beneath one wing is an injured man, protected from the chilling autumn air by a make-shift tent, constructed from the fabric covering of the plane's fuselage. Near the tail section is another man. His battered body not giving in to the pain from his injured leg.

A small Piper Cub wings overhead. On the fuselage of the yellow plane is the red, white and blue emblem of the Civil Air Patrol Emergency Services owner-pilot specialist.

In the cockpit of the Cub is a man dedicated to the cause of flying. He is not unskilled in the ways-of-the-air . . . for the emergency services patch on his cap sets him off as a skilled CAP pilot. The circular patch with a "Pluto-type" dog complete with CAP insignia and earphones means this pilot has met rigid Civil Air

Response Enthusiastic To Summer Activities

NATIONAL HEADQUARTERS — "... I am pleased to announce that Civil Air Patrol and ... the Air Cadet League of Canada will begin an exchange of cadets this summer."

Since this modest announcement in 1948 by Maj. Gen. Lucas V. Beau, then National Commander of Civil Air Patrol, the "exchange of cadets" to which Gen. Beau referred has become the International Air Cadet Exchange, eagerly awaited each year by outstanding air-minded young men of over twenty countries around the globe.

In order to be considered, cadets must be at least 17 years of age and have earned their Certificate of Proficiency. Beyond this, selection is based on qualities of leadership and scholastic excellence. Special Activities alumni now include thousands of successful business and professional people whose youthful horizons were s-t-r-e-t-c-h-e-d as a result of their participation in one of CAP's many special programs.

For boys who have a yen to visit far-away places, CAP's annual IACE could provide a magic carpet to make their dreams come true. Each summer an average of twenty-two countries spread the welcome mat for selected Civil Air Patrol cadets.

England, France, Spain and Ger-

many are just a few of the interesting places waiting to receive IACE participants from the Civil Air Patrol. Primary purpose of the Cadet Exchange is to foster international friendship and good will.

Drill Competition

For the boys and girls who have developed the knack of putting the right foot in the right place at the right time, the thrill of a lifetime could take place on the famed Court of Honor at the United States Air Force Academy.

The occasion? The annual National Drill Competition at which finalists from all over the country compete for top honors.

Space Age Orientation

"Missiles Unlimited" would seem to describe the complex of space-age hardware to be found at CAP's annual Space Age Orientation Course held at Chanute AFB, Ill.

Here, too, are some of the nation's foremost aerospace scientists and engineers ready to outline, for cadets, the growing opportunities in this important field.

A Certificate of Completion from the Air Training Command, USAF, sponsors of the course, is awarded at the conclusion of the five day program.

Orientation Courses

Want to ride in high performance jet aircraft?

Plan the flight? Actually take over the controls "upstairs"?

You can — if you qualify for the Jet Orientation Course at Perrin AFB, Texas, one of CAP's "special" activities. This is the annual jet orientation course set aside for cadets.

You're a girl? Well, cadets don't get all the breaks. Not this time!

Civil Air Patrol has planned a special jet course for cadettes too. It's the Aerospace Age Orientation Course held each summer at Maxwell AFB, Alabama. During the five day orientation, cadettes not only "jet away from it all," they also receive an introduction to many of the fascinating opportunities for women in today's aerospace industry.

FAA Course

One of the latest of the Civil Air Patrol special summer activities is the five day Airways Controller's Course conducted by the Federal Aviation Agency at Will Rogers Field, Okla.

During this course cadets are treated to a behind the scenes look at the important work of the airport tower controllers.

National Commanders: Past and Present



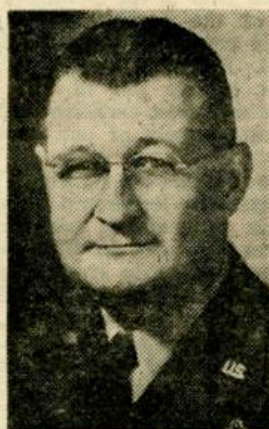
Maj. Gen.
John F. Curry
1941-1942



Colonel
Earle L. Johnson
1942-1947



Brig. Gen.
Frederic H. Smith Jr.
1947



Maj. Gen.
Lucas V. Beau
1947-1955



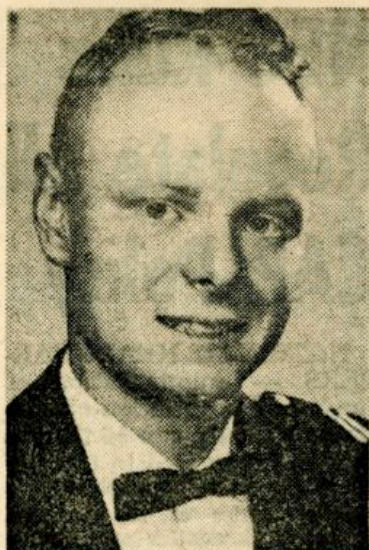
Maj. Gen.
Walter R. Agee
1956-1959



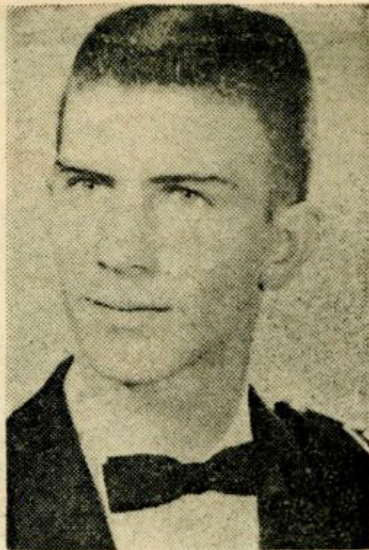
Brig. Gen.
Stephen D. McElroy
1959-1961



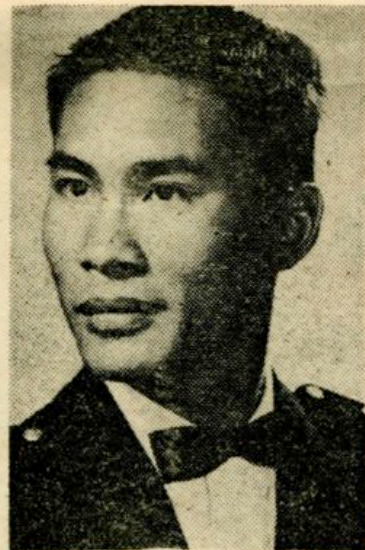
Colonel
Paul C. Ashworth
1961 to Present



ALBERTS



McADOO



FUNG

Three Air Force Academy Cadets Laud CAP for Their Start in Aviation Career

Since the Air Force Academy first opened its doors to train American youth as career officers for the United States Air Force in 1955, the ranks of Civil Air Patrol's Cadet squadrons have contributed sizeable percentages to each succeeding Academy class. On the occasion of CAP's 22d anniversary, three members of the AFA Class of 1964, all former CAP cadets, set forth their impressions of how participation in the CAP Cadet Program has helped them in their Academy life. Their commentaries comprise a glowing tribute to the enduring values which CAP's Cadet Program instilled in them.

By DONALD J. ALBERTS

I ENTERED Civil Air Patrol as a member of Cadet Squadron 604, Pittsburgh, Pennsylvania, on June 26, 1957. I remained a cadet until my entrance into the Air Force Cadet Wing on June 27, 1960.

While a CAP cadet, I attended two encampments, the second as a cadet officer, and participated in the second session of the Pennsylvania Wing Cadet Officer's Candidate School. Perhaps the most enjoyable part of my CAP career was the participation in the various SARCAPS and training missions the squadron undertook. I also held the Certificate of Proficiency.

Through my CAP days, I came into numerous contacts with the Air Force and Air Force personnel. What I saw of the Air Force largely determined my desire for an Air Force career. Participating in the Civil Air Patrol program gave me some insight into life in the Air Force and it gave me a feeling of self-fulfillment. I was very impressed with the mission of the Air Force in today's society and the men and women who help fulfill that mission.

I also think that the CAP training I received helped me to a great degree in gaining my appointment as an Air Force Cadet. For one thing, it gave me the desire to become an Air Force Cadet, and my continued participation stood as a proof of my desire for such a vocation.

As for cadet life itself, I think the Civil Air Patrol cadet training I received helped me to better understand the fourth class system at the Academy and what it really meant and what it was designed to accomplish. I was able to place this system into proper perspective as a training device, not a personal duel of wills between myself and the upper classes. Furthermore, it gave me quite a lot of help in adjusting to the life of an upperclassman.

One thing stands out from my CAP career, and that is the dedication to duty and to the Air Force that I observed in CAP personnel. If I carry anything with me into my Air Force life, I want it to be this love of the air, and the willingness to do my duty despite hard-

ships I might encounter in my later days as a career officer.

If I can remain dedicated to the ideals of my profession and the duty of Air Force life, I shall consider my career a success.

By PATRICK G. McADOO

I joined the CAP in June, 1957, as a member of the New Orleans Cadet Squadron, Louisiana Wing. I was a member until my entrance to the U.S. Air Force Academy on June 27, 1960.

During that time I participated in the normal squadron activities, such as our regular drills on Friday nights and Sunday afternoons.

But, I also found myself involved in various interesting special activities. I participated in the statewide practice search and rescue mission at Hammond, La., in the fall of 1959; and during the period of October 1959 until the spring of 1960 took part in about a half dozen actual search and rescue missions in the swamplands of southeastern Louisiana.

I attended the annual Louisiana Wing encampment during the summers of 1958 and 1959. I was squadron drill team commander in 1959 and 1960. This drill team won the Southwest Region Drill Competition in 1960 (and has won it every year since), but I was unable to be the commander of the National Drill Team Competition during August 1960, because I was undergoing basic cadet training here at the Academy at the time.

The experiences I gained in

Board Guides Chaplain Work

NATIONAL HEADQUARTERS — The National Chaplains Committee is the guiding board of the CAP chaplain program. In addition to the eight region chaplains, its membership may include up to six members-at-large, usually former region chaplains.

Their combined experience and knowledge provides an excellent resource from which is developed the planning and policy guidance, as well as the operational direction, for all CAP chaplains.

This committee meets annually with the national chaplain and his staff to conduct committee business.

During the balance of the year special plans or projects are carried on by sub-committees.

Chairman of the national Chaplains Committee is Col. James E. O'Connell. Members-at-large include Colonel Robert M. Shaw and Lt. Cols. Kenna T. Trout, W. C. Nolen and Albert A. Plotkin.

Region members include: Colonel Walter A. Markowicz, Lt. Cols. Reuben M. Katz, Paul Kenney, Amel Shultz, Ray R. Soper and Joseph M. O'Malley and Capt. Milton N. Popp.

CAP did more than anything to motivate me toward a career in the USAF. I found that the knowledge I gained in CAP helped me a great deal on the entrance examinations to the Academy (this was when candidates still had to take the AFOQT in addition to the College Boards). Also, contacts that my experience in the CAP provided, proved to be excellent writers of letters of recommendation when I was trying to gain my appointment here. Many little details of the military life were not new to me when I entered the Academy as they had been presented to me time and time again during my years as a CAP cadet.

As a result of being able to advance through the ranks at my own pace (in CAP) I learned much about the qualities of leadership and discipline which are to be respected and expected in an Air Force Officer.

By CLARENCE T. Y. FUNG

I entered the Civil Air Patrol Cadet program in April, 1957 as a member of the Kaimuki Composite Squadron Hawaii Wing, and remained a cadet until entering the USAF Academy in June 1960.

As a cadet, I was able to participate as a member of the 1959 National Drill Team Champs and the 1959 International Exhibition team that performed in Toronto. I was also able to win a slot to England through the 1960 International Exchange Program, but was not able to accept the trip because of an appointment to the USAF Academy. In addition, I attended two summer encampments and received my Certificate of Proficiency.

The aviation education I received in CAP, plus being a member of a National Drill Team, gave me an opportunity to travel and to see a small part of the Air Force. The knowledge gained from these experiences has helped motivate me to a career in the aviation field and has resulted in my attempts at gaining and receiving an appointment to the Air Force Academy.

I feel that my CAP background helped considerably on my entrance examinations, especially on the Air Force Officer Qualification Test. I also feel that this background aided my Congressman in making his appointment by showing my interest in the aviation field.

Initially at the Academy, I found that the training I received in CAP aided me with the drill rudiments and also supplied me with a fundamental understanding of basic aerodynamics, Air Force hardware, people, and objectives from which I could draw from to answer questions asked by the upperclassmen.

I believe the training I received in the Civil Air Patrol has provided me with the broad basis necessary to go on and expand my knowledge of the Air Force and its mission, now and in the future.

Legal Corps Advises On Corporate Actions

By Lt. Col. JOHN H. MURPHY, USAF

Staff Judge Advocate
National Headquarters

NATIONAL HEADQUARTERS — The Civil Air Patrol is a vast federally chartered corporate organization which is spread geographically over the whole of the United States, the District of Columbia and Puerto Rico. The organization is composed of energetic, devoted senior and cadet members who gratuitously render search and rescue, emergency and related services of inestimable value to the general populace of the United States. Few business corporations in the United States have attempted to organize a large body of people and machines as has the Civil Air Patrol.

When one thinks of CAP in terms of this magnitude, he can get an inkling of the enormity of the task of furnishing legal advice on the normal, not to mention the off-beat, problems affecting an organization of this size. We hope that this message will, by explaining some of the functions of the National Legal Office, point out areas of urgent need for competent legal advice, and will encourage competent lawyers to join Civil Air Patrol.

Since CAP is a federally chartered corporation, a thorough knowledge of the Federal Chartering Statute is required in order to comply with its mandate, spirit and intent with respect to the organization, administration and operation of the corporation. Many problems and situations arise in this area that are not specifically answered by the statute. In such cases there is a requirement for intensive study, research and interpretation. This is part of the bailiwick of the legal office and unit legal officers.

THE FORMAL organization of CAP into various levels with offices and tasks at each level is accomplished through the Constitution, By-Laws and directives. They are the bases for the efficient administration of CAP and are seldom thought of by the rank and file as something that requires considerable painstaking legal research to come up with a workable legal document. All this work is done behind the scenes and seldom causes a ripple on the surface.

To perform its mission Civil Air Patrol must have airplanes, radios, motor vehicles and many allied mechanical devices. Many of the above items are secured for CAP through excess and surplus channels of the Department of Defense and its subdivisions. This involves practical interpretation and application of Federal Statutes and Regulations with respect to procurement, transfer of title, maintenance, use and other concomitant subjects. CAP also has vehicles and aircraft purchased from commercial sources with CAP funds.

But no matter what the source, the possession of vehicles and aircraft give rise to questions of title, licensing, registration, taxation, etc. These problems are generally matters of state law and the problem must be attacked anew in each state. Few states have laws that are exactly the same in this area. It is quite clear that there is an urgent need for legal officers in each wing. This subject will be touched on later.

Civil Air Patrol also needs adequate land, buildings and appurtenances to carry out its mission. This involves the interpretation and application of pertinent law and directives in order to obtain the necessary space and facilities.

One of the exciting and important tasks of Civil Air Patrol is performance of Air Force requested missions generally involving search and rescue. With the performance of this valuable work goes the unfortunate concomitant of possible injury or death to CAPers and third persons, and potential damage to real or personal property. The handling of these problems involves a multitude of areas of the law; among those are the Federal Law commonly called the CAP Compensation Act, Federal Law and Air Force Regulations concerning claims against the Air Force.

THE TRAINING and proficiency flights which are conducted prior to or between Air Force authorized missions oftentimes result in insurance problems with respect to third party liability and cadet and senior member accident insurance. All these problems require detailed knowledge and understanding of pertinent authorities and in cases of first impression, diligent research and interpretation is required.

The service capability of CAP has become well known and is currently in demand by Civil Defense and the Air Force Reserve Recovery Program. Obviously, this requires much advance planning and the formation of agreements of basically an operational nature, but which must of necessity include reference to the laws authorizing such activities, and must include clauses that provide legal procedures for handling of funds, property, damage claims and disputes.

Failure to employ competent legal counsel in the formation and implementation of such agreements could have disastrous results and could well preclude the satisfactory performance of the humanitarian tasks planned in case of civil emergency. This task, too, is part of the routine job of the legal officer.

The legal office also handles a variety of other questions, including fund raising, membership, promotion, copyrights, contracts, releases, grievances with legal implications, etc. The personnel of the legal office handling these various problems consists of two Air Force attorneys licensed to practice before the highest courts of their jurisdictions, the senior of whom has been admitted to practice before the Supreme Court of the United States; a high ranking Noncommissioned Officer, well seasoned in legal matters; and a competent legal clerk-secretary.

In closing, it would seem well to mention a problem that the legal office is faced with. The mission of Civil Air Patrol would be facilitated if the national legal office had more extensions in the various units of CAP in the form of CAP legal officers. At this point it must be obvious that there is a real need for competent legal advice at every level. Legal officers for the individual units who are licensed to practice in the particular jurisdiction of the unit involved are a decided advantage to the unit commander. They have personal knowledge of or access to legal references applicable to their own jurisdiction.

This personal knowledge or reference material is seldom available to the legal office at National Headquarters. Maintenance of a law library including the law of all the states would be prohibitive in cost and space. Therefore, it is a must that we obtain legal officers for all units of Civil Air Patrol to assure smooth operations and a minimum of legal entanglement.

Search, Rescue Units Vital in CAP Mission

By MSgt. BUD JENKINS
Ben Franklin Cadet Sq. I.O.
Florida Wing

MIAMI, Fla. — The ink was hardly dry on the first copies of the new Florida Wing Task Force Search and Rescue plan, when Task Force I was called into action in the search for a lost student pilot flying a rented plane.

More than 100 senior officers and 28 cadets attended the first search and rescue school conducted by Maj. Robert Cushing, USAF, at Orlando AFB, Fla. It was at this school that the Task Force concept was introduced.

Just 16 days after the close of that class at the rescue school, a Venezuelan exchange student, Ismael Genco, rented a Piper Colt airplane from the Flamingo Flight Service at North Perry Airport in West Hollywood, Fla., for a solo flight. This was his first solo flight!

Six hours later, Genco had not been heard from and the U.S. Air Force's Eastern Air Rescue Center at Warner Robins AFB Georgia, was notified of the missing pilot.

Lt. Col. Norman Fisher, CAP, Alert Task Force I commander, was notified by the Center of the emergency. He alerted eight operational senior squadrons and one cadet unit to report at dawn the next day for a search of the treacherous Everglades.

During the next four days a composite total of 84 planes made 130 sorties using the route search method, the Creeping Charlie method, the parallel and rectangular spacing patterns, to cover more than 13,680 square miles of forests, lakes, marshes, islands, canals, swamps and over the unconquered wilds of the Everglades; the formidable south portion of Lake Okeechobee and the Florida Keys.

Communications were maintained by 28 bay stations and 50 home base radios over channel 3 and 7 to give the 239 CAP searchers constant information throughout the mission.

The lost pilot had rented the plane at noon on the day he disappeared. He had filed no flight plan, but had told the airport officials he was going to fly over a common practice area four miles west of the airport, about one mile west of the edge of the Everglades.

HE HAD fuel to last about five hours and a possible flight range of 550 miles in the white two-seater Piper. The plane was radio equipped, but Genco never contacted the field after taking off.

The main target area of the search was a desolate area, with the exception of a few towns and fishing camps, along a state highway. On either side of this road is the famous saw grass and swampland of the Everglades which has swallowed many a hunter and lost flyer in the past.

The 'Glades are dotted with pot holes, 40 to 50 feet deep, whose murky surfaces are camouflaged with long, waving strands of yellow, green and brown saw grass. Huge hammocks and clumps of trees seem to grow out of nothing. The search crews that flew this mission did so for hours without seeing a moving thing except a few cattle, a small flight of ducks and a bobcat.

After four days of intensive search, extending across the southern part of Lake Okeechobee, the mission was terminated

by Eastern Air Rescue Center. The threat of a hurricane shortened the second day's activities.

Task Force I was the first to actually participate in a search and rescue mission since the Florida Wing organized the Task Force concept. The Task Force is only in existence during a mission and is responsible to the Wing Mission commander and to Eastern Air Rescue Center.

The Task Force concept divides the state into six groups, each responsible for a large section of search area. Section maps have been divided and marked into specific search areas for aerial crews and each Task Force commander is responsible for developing and training crews with specific search and rescue duties.

(Ed Note: This is a true story. Yet it is a story that could — with a change in locale — apply to any CAP unit in the nation having a search and rescue capability. Search and rescue has been a part of the Civil Air Patrol since its beginning in 1941. The search for and rescue of shipwrecked sailors was a vital effort on the part of CAP flight crews during the early days of World War II. Since then, the techniques and the equipment used in search and rescue missions have continued to improve and increase. Today, CAP offers to the American public one of the most extensive and efficient search and rescue organizations available in times of emergency.)

NATIONAL HEADQUARTERS — Just seven days prior to the attack on Pearl Harbor, President Roosevelt established the Civil Air Patrol under Fiorello La Guardia, director of civilian defense.

With war imminent the purpose of CAP was to organize the resources of the nation's light aircraft fleet for military and civilian emergency. Command jurisdiction was later transferred to the Army Air Corps where it remained throughout the war.

During the war years CAP flew many thousands of hours on submarine and border patrol in addition to other vital flight operations.

In 1948 CAP was established by public law as a private corporation and a civilian auxiliary of the United States Air Force. Its primary activity concerned air search and rescue, cadet indoctrination and emergency services of a civil nature.

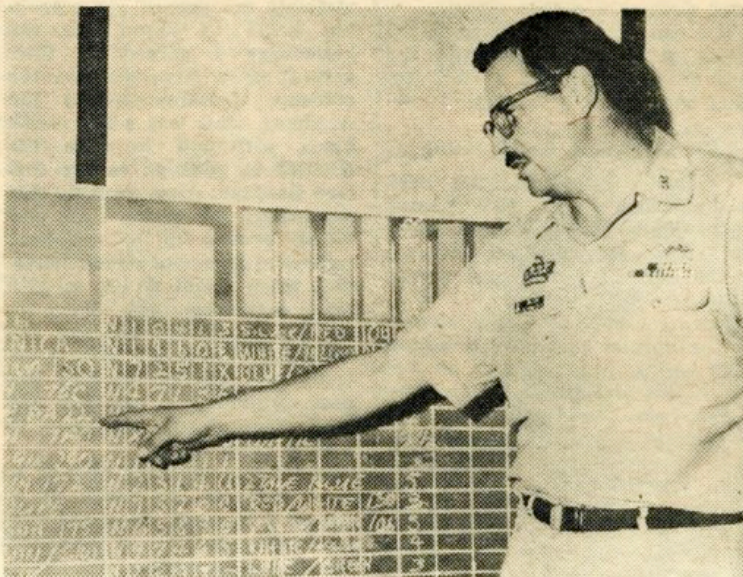
Continental Air Command (CONAC) has responsibility for the overall conduct of Civil Air Patrol affairs as they pertain to the Air Force. Col. Paul C. Ashworth, USAF, CAP national commander, is responsible to Lt. Gen. Edward J. Timberlake, CONAC commander, with headquarters at Robins AFB, Ga.

National Headquarters, CAP-USA, at Ellington AFB, Texas, is staffed entirely by active duty Air Force officers and airmen and Department of the Air Force civilians. The National Headquarters also maintains region and wing liaison offices in each of the eight CAP regions and 52 wings. The liaison offices are also manned by USAF personnel and civilians.

The governing body of CAP is the National Board. It consists of all region and wing commanders and the National



MAP CHECK—Lt. Col. Norman Fisher, CAP, (seated) commander of Florida Group I and Eastern Air Rescue 89 Mission coordinator, looks over a sectional map with Capt. George Abrams of Miami Sq., #1, communications officer.



FLIGHT CHECK—1st Lt. Gordon Nelson, deputy commander of Group IX, Hollywood, Fla., checks flight schedule board for planes committed to the search.

WW II Brought Need to Organize Light Planes

Executive Committee. The NEC conducts the business of the corporation when the National Board is not in session. It is composed of 11 members of the corporation.

Today's CAP membership is over 78,000, of which approximately 47,000 are cadets. The eight regions also boasts 8,192 licensed pilots, 3,082 member-owned aircraft and 14,508 radio stations.

Minimum age for cadet membership is 13. The CAP organization itself is similar to military establishment from echelons of the regions through its 52 wings to groups and squadrons to flights. There are more than 2,000 CAP units.

NORTHEAST REGION

THE NORTHEAST Region is commanded by Col. Edwin Lyons, CAP, with headquarters at Mitchell AFB, N. Y. The region encompasses the New England states, New York, New Jersey and Pennsylvania.

The chief liaison officer for the region is Col. Milton C. Barnard, USAF. The Philco contract services advisor is H. J. Lovett.

• **Connecticut Wing** is commanded by Lt. Col. Clinton G. Litchfield. Major Edward F. Grant, USAF, is liaison officer. The wing has 340 senior members and 696 cadets in its 32 units.

• **The Maine Wing** is headed by Col. Norman F. Plouff and the liaison officer is Lt. Col. Harry B. Winger, USAF. The 750 members belong to the 19 units in the wing. Col. A. J. Novox is commander

of the 13-unit New Hampshire Wing. Maj. R. F. Steffy is liaison officer. There are 306 seniors and 179 cadets in the wing.

• **New Jersey Wing** is commanded by Col. Nanette Spears, one of the charter members of CAP. The wing's 37 units have 1,141 cadets and 714 seniors. Capt. J. L. Humphrey, USAF, is the liaison officer.

• **New York Wing** is the largest wing in the Northeast Region with 3,642 members in 136 units. Col. Jess Strauss is commander and Maj. Christ Pappas is liaison officer.

• **Pennsylvania Wing** has 101 units with 3,457 members. Col. Phillip F. Neuweiler has been commander of the wing since 1945. Liaison officer is Maj. William J. Nelligan, USAF.

• **Rhode Island Wing** is commanded by Col. Edward A. Mercier and Capt. Paul J. Cahill, USAF, is liaison officer. The seven-unit wing has 158 seniors and 333 cadets.

• **Vermont Wing** is the smallest wing in the Northeast Region with 152 and 121 cadets. Col. Duane H. Benham is wing commander and Lt. Col. Edward F. Hodges is liaison officer.

MIDDLE EAST REGION

COL. Stanhope Lineberry is commander of the Middle East Region and Col. Klair E. Back, USAF, is chief USAF-CAP liaison officer. Region headquarters is at Charlotte, N. C.

Seven wings comprise the Middle East Region. There are 5,889 cadets and 3,711 seniors in the region. William J. Bullock is the Philco contract services advisor.

• **Delaware Wing** is com-

NEC Rules Regulate All CAP Policy

NATIONAL HEADQUARTERS — Appropriation of funds and negotiation of contracts are only two of the authorities delegated to the National Executive Committee.

Other duties of the National Executive Committee specified in the by-laws of the Civil Air Patrol as approved in 1962 include:

—Receipt and review of reports.
—Establishment of termination of scholarships.

—Raising of funds and supervision of investments.

—Establishment of trusts and the appointment of trustees.

—Approval of budgets and accountings or expenditures and income.

—Appointment of committees.

The NEC may also suspend any corporation officer for just cause.

CAP members of the National committee titles include: Col. Paul W. Turner, chairman of the national board; Col. Lyle W. Castle, vice chairman; Col. William D. Haas, national finance officer; Col. Roy St. Lewis, national legal officer; and Col. Robert L. O'Neil, assistant national legal officer.

CAP region commanders who are also members of the NEC include: Colonels Stanhope Lineberry, Middle East Region; James H. Laidlaw, North Central Region; Edwin Lyons, Northeast Region; Herbert Barnett, Pacific Coast Region; John T. Vance, Rocky Mountain Region; Frank W. Reilly, Southeast Region and Walter M. Sanford, Southwest Region.

Col. Paul C. Ashworth, USAF, is national commander and a member of the National Executive Committee.

manded by Col. Louisa Spruance Morse. Major Calvin S. Rowe, USAF, is liaison officer. The wing has 12 units with 438 cadets and 252 senior members.

• **Maryland Wing** has 31 units with 1,786 members. The wing is commanded by Col. William M. Patterson. Capt. George C. Martin, USAF, is liaison officer.

• **National Capital Wing** with its 26 units and 992 members is headed by Col. Daniel F. Evans Jr. The liaison officer is Maj. George P. Upright, USAF.

• **North Carolina Wing** is the largest wing in the Middle East Region with 62 units and 2,228 members. The wing is commanded by Col. Donald H. Denton and Maj. Harold E. Hartwig, USAF, is liaison officer.

• **South Carolina Wing** with its 19 units comprised of 452 seniors and 771 cadets is commanded by Col. John R. Taylor. The USAF-CAP liaison officer is Lt. Col. David M. Miller, USAF.

Col. Allen C. Perkinson is commander of the Virginia Wing. The wing has 865 cadets and 660 seniors in its 42 units. Capt. Farrell D. Carter, USAF, is liaison officer.

One thousand and seventeen members comprise the West Virginia Wing. Col. Robert E. Gobel is commander and Maj. Samuel J. Hooper, USAF, is liaison officer.

GREAT LAKES REGION

COLONEL Lyle W. Castle commands the six-wing Great Lakes Region with headquarters at Wright-Patterson AFB, Ohio. The region has a cadet strength of 7,945 and 5,014 senior members. There are 447 units in the region.

(See War II, Page 18)

For Seniors

Six-Phase Program Sets Training Pattern

NATIONAL HEADQUARTERS — A reorganization of some areas of the Civil Air Patrol National Headquarters this year resulted in a change of functional responsibilities in these areas. Aerospace Education was one of these.

On July 1, 1963, Charles W. Webb, became the Deputy Chief of Staff for Aerospace Education and Training which immediately brought about a realignment of certain functions of the Civil Air Patrol that made cadet and senior training programs part of Webb's responsibilities.

Before this functional realignment, the senior program was based on a series of regulations without specific guides and with only a few inappropriate manuals.

As a result, some CAP wings developed a senior program of their own while others, due to lack of funds and qualified personnel, had no senior member training program.

A conference sponsored by the DCS/Operations and DCS/Aerospace Education met earlier this year in an effort to design a practical, workable, senior member training program. As a result of this conference and a study performed by the National Commander's Training Committee, a suggested guide for publishing a senior member training program was developed.

The Deputy Chief of Staff for Aerospace Education, working with materials available from the National Commander's Training Committee, and a working conference of Air Force personnel, developed a six phase senior member training program.

THE PRIMARY objective for senior member training, under the realignment of functions, is to establish a basic understanding of Civil Air Patrol, its mission, and its programs.

It is the opinion of National that to effectively achieve the mission and carry out the objectives and purposes of Civil Air Patrol every member must have a general knowledge of all the CAP activities and programs. With this philosophy to guide the staff, a six phase program is being written.

Each of the six phases contributes to the overall objectives.

The first phase is designed for Pre-Membership. Prospective members are contacted by active CAP members and on an individual basis introduced to the objectives and purposes of the organization. The Pre-Membership phase requires 15-30 minutes and accomplishes its purpose when the prospect joins CAP.

This initial formal training for new members is not highly specialized. The training is general in nature and contributes directly to the objectives as outlined in the introduction.

Once a senior member joins the organization, he begins Phase II or the Indoctrination Phase of training. All subject matter in the Indoctrination Phase has been prepared so that formal classes are unnecessary. The new member, working with existing publications and revised regulations, accomplishes all of the training by utilizing prepared study guides and by completing an open book examination administered through the Centralized Testing Program. The course content may be completed by the new member in a period of six months or less by devoting one hour of study per week.

Phase III continues the general training for the new member and is identified as the Civil Air Patrol-Extension Course Institute Basic Course.

CAP National Headquarters and ECI Headquarters at Gunter AFB, Ala., have not resolved the basic course content; therefore, it is impossible at this time to provide a listing of the CAP-ECI volumes.

In general, the content requires a basic knowledge of drill and ceremonies plus an introduction to basic military leadership. The CAP-ECI Basic Course will be administered from ECI Headquarters and each new member will be automatically enrolled in the course after January 1, 1964.

END COURSE examinations will also be administered by ECI Headquarters. Successful completion of both the indoctrination and CAP-ECI basic course will be prerequisites to membership renewal. The senior member CAP-ECI Basic Course does not require the senior member to attend formal classes.

The fourth phase of the revised senior member training program has been labeled, "Functional Training." In this phase the senior member is provided an opportunity to acquire the knowledge and skills necessary to perform a CAP functional assignment.

A series of training guides for all job assignments are under preparation: i.e., functional and on-the-job training in communications, personnel, supply, etc.

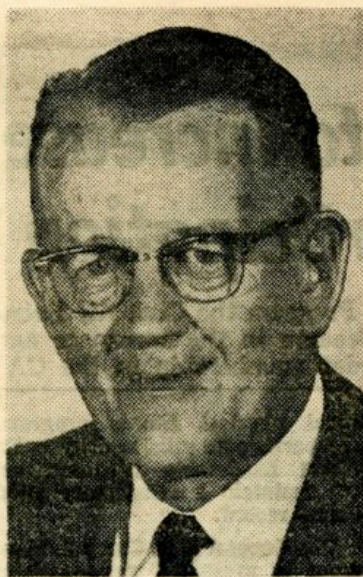
The course end requirement in each area of functional training will be a CAP job knowledge examination. As soon as the senior member completes his functional training including on-the-job training, he is qualified to assume a staff position.

Phase V is devoted to qualifying senior members as CAP officers. National Headquarters and ECI Headquarters have developed a CAP-ECI officer course which will soon be available on a home study basis. It is not possible to identify the volumes in the course; however, they will cover written and oral communications, personnel management, and human relations.

PHASE VI of the new senior training program is devoted to personal growth and development and provides the senior member advanced training in the field of aerospace education. Specialized CAP or ECI courses, including Command and Staff School, are also categorized in this advanced phase of senior member training.

The underlying philosophy is to develop each CAP senior member so that he may reach his full potential in volunteer service to his nation.

The revised senior member training program is scheduled to begin January 1, 1964, but the complete training program will not be published and distributed until later in the year.



JOHN MAX OGLE

Director of aerospace education, Rocky Mountain Region, CAP, was born in Hamlet, Ind., but received his education in Colorado. He earned his AB and AM degrees from the State College in Greeley, Colo.

He has completed additional studies at Peabody College, Nashville, Tenn.; Texas Tech, Lubbock; and the University of South Carolina.

During World War II, he served with the United States Army Air Corps as a captain. Between 1938 and 1942 he was a teacher and high school principal in Colorado and Wyoming.

He also served as director of counsel and guidance service, Highlands University, Las Vegas, New Mexico, and was an education consultant, Air Force Flying Training, at Reese AFB, Texas, from 1950 to 1954.

One of the original group of Region Directors of Aerospace Education, Ogle came to service in the aviation education program in the Middle East Region in 1954. In 1955 he transferred to the Rocky Mountain Region to serve in the same capacity.



WESLEY R. KIMBALL

Director of aerospace education, Great Lakes Region, CAP, was born in Fairview, Okla., and graduated from Seiling High School in 1942.

He joined the Army Air Corps that same year and later served with the 8th Air Force as a member of a B-17 crew and flew 35 bombing missions over Europe. Upon completion of his military duty he went into business.

Kimball attended Phillip's University in Enid, Okla., and graduated in 1954.

In 1956 he was appointed Base Education Services Officer at Ardmore AFB, Okla. Between that time and November 1962, he served with the USAF at Altus AFB, Okla., and completed one year of educational graduate work at Southwestern State College.

He has completed additional graduate work at Oklahoma University and Oklahoma State University, and organized the Murray State Resident Center at Ardmore Air Force Base.

In November 1962 he became the Great Lakes Region's director of aerospace education.

Workshops Provide Introduction to Space

NATIONAL HEADQUARTERS — The role of the aerospace education workshop is to provide teachers in public and private schools — kindergarten through graduate school — with a close examination of the impact of aerospace vehicles on the modern world.

The Civil Air Patrol's aerospace workshop program began in 1951 with one project. This grew into a series of National Aerospace Education Workshops held at the University of Colorado, Miami University, Oxford, Ohio, and Montana State University.

These three were attempts by CAP's National Headquarters to establish a program to develop a cadre of aerospace education leaders throughout the nation.

The object of this project was accomplished and the projects have been responsible for the development of the 179 aerospace projects conducted in 1963.

In the past, some confusion existed at the CAP-USA levels concerning what activities should be termed as Institutes, Workshops or Symposia. This confusion led to many problems and obstructed professional growth in the field of aerospace education.

Most of the projects developed and conducted in the past have been termed Workshops.

In an attempt to eliminate con-

fusion and clarify classification of these activities, National's Aerospace Education Office have called all such aerospace education undertakings as "projects," and provided the following classifications:

Aerospace Education Projects (external) are projects of any sort involving one or more people in higher education.

An Aerospace Education Workshop is classified as resident, on-campus workshop for higher education credit.

The Aerospace Education Workshop—Extension Course is one conducted by a college, off campus, for higher education credit over an extended period of time.

The Aerospace Education Institute is a project conducted over a relatively short period of time, in-service and for no academic credit.

Aerospace Education Symposia are projects conducted for the lay public with special keynote presentations.

The Aerospace Education Planning Conference is another of the projects which includes a workshop and deals with organization.

Scholarships and Grants Outlined in New Brochure

NATIONAL HEADQUARTERS — The 1964-65 Civil Air Patrol Academic Scholarships and Grants Brochure is on its way. This booklet lists scholarships and grants available for the 1964-65 school year, and explains procedures and offers information necessary to make application to be considered in the various categories.

There will be 27 scholarships and/or grants available. Procedures for this year's scholarship program are the same as those in the past three years.

Scholarships or grants available are:

Two scholarships for any field of study in the undergraduate school for CAP members only. These two scholarships are for \$500 and renewable for four years.

There are also two grants available to CAP members for any field of study in the undergraduate category. These grants are for \$500 and good for one year.

Four additional grants for \$500 each on a one year basis are also available to CAP members for study in the field of education. Each of these is in the undergraduate school.

Two advanced grants are available for CAP members for \$500 each, for one year. These grants are available in any field of study at an advanced academic level.

Two CAP graduate grants for \$1,500 each for one year are also available to CAP members studying in the field of aerospace education and science. These grants are for the graduate level of study.

Five Civil Air Patrol workshop grants of \$200 each are part of the coming year's scholarships and grants for aerospace education officers in either the graduate or undergraduate school.

Technical-vocational grants for special courses are available for undergraduate work for cadets. These grants, 10 in all, are for \$100 each.

Last year there were 212 applicants for scholarships under the Civil Air Patrol Scholarship Program.

Squadron commanders have been encouraged by National Headquarters to submit applications on deserving cadets. The new category of technical-vocational grants is designed to assist worthy CAP cadets continue a program of technical and vocational education short of a college degree.

School Honored For Outstanding Training Plan

MURFREESBORO, Tenn. — The Middle Tennessee State College Aerospace Education Workshop, Murfreesboro, was selected this year as the most outstanding example of an aerospace education workshop conducted in the United States. Lt. Col. Bealer Smotherman, CAP, was workshop director.

The Middle Tennessee State College Workshop was held from June 11 through July 21, 1963. Four semester hours for graduate or undergraduate work were granted those completing the course. Scholarships of \$185 each were available to Tennessee teachers enrolled in the project.

Join The War Against Crime!

<p>THIS CARD in your wallet</p> <p>THIS EMBLEM on your car</p>	<p>CHARTER MEMBER</p> <p>I. A. A. P.</p> <p>NUMBER 100</p> <p>OCT 1 1964</p>
	<p>INTERNATIONAL ASSOCIATION OF AUXILIARY POLICE</p> <p>is a non-profit organization of interested citizens from all walks of life working together to aid professional police in their war against crime. For your own protection, associate membership entitles you to official I.A.A.P. IDENTIFICATION CARD, CAR EMBLEM, other valuable aids. Get the full story without obligation . . . or mail \$5 and join now!</p> <p>MAIL THIS COUPON TODAY</p>
<p>International Association of Auxiliary Police</p> <p>Dept. CT 118 West Highway Drive</p> <p>Venice (NPC), Florida</p> <p><input type="checkbox"/> Enclosed is \$5.00—send me Official I.A.A.P. Membership Kit</p> <p><input type="checkbox"/> Send free literature only.</p> <p>Name _____</p> <p>Address _____</p> <p>City _____ Zone _____ State _____</p>	

Four-Point Plan Seeks to Increase Cadet Membership, Participation

NATIONAL HEADQUARTERS — With its new Cadet Program the Civil Air Patrol intends to develop dynamic Americans who will become the leaders in the aerospace age. Along with this, the program is expected to increase both cadet membership in the CAP and intensify participation in cadet affairs.

The new program includes four phases that are designed to develop carefully selected and highly qualified young men and women in the Civil Air Patrol organization.

Cadets participating in the program will receive academic instruction in aerospace education, practical military training through participation in leadership laboratories, continuing moral guidance, and daily training to develop a high degree of physical fitness.

The four phases of instruction in the program are: Phase I, Orientation; Phase II, Aerospace Education; Phase III, Civil Air Patrol Leadership; and Phase IV, Aerospace Leadership.

Phase I, II, and III, consist of academic and performance-type achievements that are designed to develop a leadership potential.

Phase IV requires that each cadet demonstrate his capabilities for aerospace leadership by distinguished service in an Honor Cadre attached to each squadron and by (1) securing admission to the Air Force Officer Education Program in an accredited college or university, or (2) securing admission to the U.S. Air Force Academy and successfully completing two years and/or (3) becoming an active senior member of the Civil Air Patrol.

The basic time unit in the new program is a standard meeting of 2½ hours (150 minutes) with fixed curriculum and time schedule. Eleven of these standard meetings compose one achievement.

The new achievements in Phase II of the program are named in honor of well known aviation and aerospace personalities. The achievements in Phase III are named for representative positions of leadership in the CAP organization. New ribbons will be awarded for the completion of each achievement and new awards, named in honor of famous aviation

personalities, will be given for completion of Phases I, II and III.

Each of the achievements is subdivided according to content into activities which include: aerospace education, leadership laboratories, moral leadership and physical fitness.

Individual progress will also be recognized by promotions in CAP grades. Upon completion of each achievement, cadets in Phase II will be promoted to the next highest cadet grade. Phase III also provides for promotion, based on achievements, to the Cadet officer grades.

Upon satisfactory completion of all requirements in Phase III cadets will be promoted to the grade of Cadet Colonel and assigned to the Honor Cadre.

A CADET progresses through the program by completing the meeting and the achievement requirements. At the end of each achievement in Phase I and II, the cadet is recognized by being given an appropriate ribbon or grade. The achievements in Phase II and III may be taken in any order. By the time the cadet completes Phase II, he has received eight ribbons, the General Mitchell Award (COP), and is a Cadet Master Sergeant. A cadet second lieutenantcy is available to any cadet who pursues the program, establishes his conduct, and completes any one achievement in Phase III, and passes the Cadet Leadership Examination.

In Phase I, Orientation, there is one achievement, the General J. F. Curry Achievement, named for the first National Commander of Civil Air Patrol. It requires each cadet to (1) study the INTRODUCTION TO AEROSPACE textbook and pass the exam; (2) demonstrate his ability to practice military courtesy, to wear the CAP uniform properly, and to participate in military drills; (3) demonstrate a basic knowledge of the CAP cadet program and CAP organization; (4) adopt a daily per-

sonal physical fitness program; (5) participate satisfactorily in the Moral Leadership program; and (6) maintain a satisfactory attendance record.

The General J. F. Curry Achievement is presented upon satisfactory completion of the requirements and the cadet is appointed to the grade of Cadet Basic.

All achievements in Phase I and II carry with them an achievement examination. The exam itself is on the contents of the aerospace education booklets and must be certified by the testing officer as having been properly administered.

Beginning with the adoption of the new cadet program, the squadron commander will be required to sign the examination card stipulating that the cadet has completed the aerospace education, moral leadership, leadership laboratory, and physical fitness requirements for that achievement as contained in CAPM 50-16.

Once the examination card reaches National with the two signatures and a passing score has been received, the cadet is considered to have completed the achievement and the appropriate ribbon along with examination report is mailed to the squadron commander. The exam report is the commander's directive to issue the ribbon and grade that the cadet has earned.

Phase II, Aerospace Education, is composed of six achievements: The General Hap Arnold, the General Jimmy Doolittle, the Dr. Robert H. Goddard, the Charles A. Lindbergh, the Wright Brothers, and the Capt. Eddie Rickenbacker.

Cadets in Phase II must satisfy progressively challenging physical fitness, moral leadership, and leadership laboratory requirements in addition to studying and passing the examination of each of the remaining aerospace education textbooks. OPERATION COUNTDOWN, the Moral Leadership text, is also completed in Phase II.

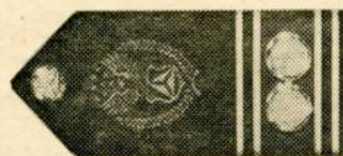
CADET OFFICER SHOULDER BOARDS



C/2nd LIEUTENANT



C/MAJOR



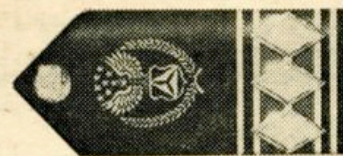
C/1st LIEUTENANT



C/LT. COLONEL



C/CAPTAIN



C/COLONEL

SOMETHING NEW—Shoulder boards, like those pictured above, will identify cadet officers in the new CAP Cadet Program. The Boards will be official grade insignia for all cadet uniforms and may be worn only by qualified cadets who have completed one achievement in Phase III and successfully passed the CAP Cadet Leadership Examination. The Boards may be purchased from National Headquarters anytime after Feb. 15, 1964.

The achievements in Phase II may be completed in any order. ing any one achievement in Phase III, cadets are promoted to the grade of Cadet 2nd Lt.

WHEN A cadet completes all of Phase II requirements and attends a summer encampment or approved substitute activity, he becomes eligible for the General Billy Mitchell Award, the CAP Certificate of Proficiency and promotion to the grade of Cadet Master Sergeant.

The General Mitchell Award is a prerequisite for participation in all cadet special summer activities except drill competitions and encampments.

Phase III, Civil Air Patrol Leadership, consists of eight achievements in which cadets are required to make a comprehensive staff duty analysis of eight representative positions of leadership in CAP.

In addition, each cadet must satisfy prescribed physical fitness, aerospace education, moral leadership and leadership laboratory requirements and serve successfully in six progressively responsible job assignments in the squadron.

The achievements in Phase III may also be completed in any order. Upon satisfactory completion

Upon satisfactory completion of any four achievements in Phase III and the satisfaction of other prescribed requirements, the cadet receives the Amelia Earhart Award and is promoted to the grade of Cadet 1st Lt., if this grade has not been attained previously.

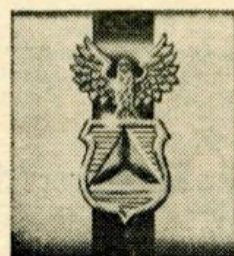
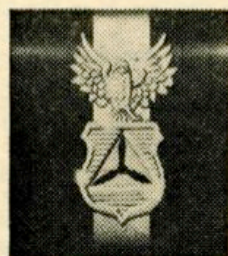
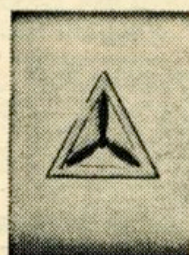
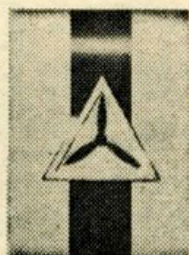
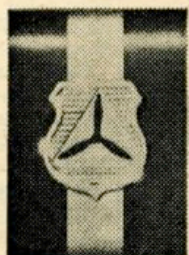
The General Carl A. Spaatz Award is given for completion of all requirements in Phase III. The cadet, upon satisfactory completion of all requirements, will (1) be assigned to the Honor Cadre of the squadron and be promoted to the grade of Cadet Colonel.

Phase IV, Aerospace Leadership, is the final phase of the new program. The Falcon Award, highest award given in the cadet program, is presented for satisfactory completion of Phase IV and for the attainment of personal capabilities that are characteristic of a dynamic American and aerospace leader.

Candidates for the award must
(Continued on Next Page)

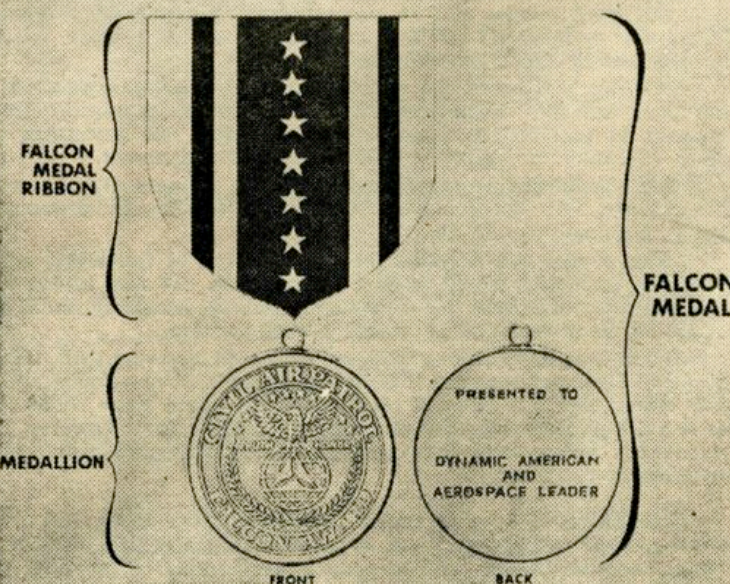
LEADERSHIP SHOULDER INSIGNIA

(CADET NONCOMS)

FLIGHT
SERGEANTFIRST
SERGEANTACADEMIC
SERGEANTADMIN.
ASSIST.SQUAD
LEADERGUIDON
BEARERCOLOR
GUARD

NCO INSIGNIA—Shoulder Insignia as pictured above will be worn by cadets under the new cadet program when it becomes mandatory July 1, 1964. Squadron commanders may order these insignia from National Headquarters.

FALCON AWARD

FALCON AWARD
RIBBON

MEDALLION

FALCON
MEDAL

TOP AWARD—The Falcon Award, in the new Cadet Program, is the highest award attainable for CAP cadets. To earn this award and be presented the medal a cadet must have acquired the Gen. Carl A. Spaatz Award, become an active CAP senior member or been accepted as an AFOEP cadet in college or completed two years at the USAF Academy.

Cadet Program Aims At Membership Rise

(Continued from Preceding Page)

(1) earn the General Carl A. Spaatz Award; (2) serve with distinction in the Honor Cadre attached to the squadron; and (3) satisfy any one of the following requirements:

- become an active senior member of the Civil Air Patrol.
- secure admission to the Air Force Officer Education Program in an accredited college or university or
- secure admission to the U.S. Air Force Academy and complete successfully the second year of instruction.

Detailed instructions for the implementation and administration of the new cadet program are contained in new revisions of CAPR 50-6 and CAPM 50-16.

Squadron commanders are authorized to promote each cadet up to and including the grade of Cadet First Lieutenant when the cadet has satisfactorily completed the requirements for each grade.

Squadron commanders are also authorized to promote selected outstanding cadets to the grades of Cadet Captain, Major and Lt. Col. The number of cadets in these grades (Capt., Maj., Lt. Col.) authorized in the unit manning table may not be exceeded. The grade of Cadet Colonel is awarded by National Headquarters.

A YOUNG man or woman may become a CAP cadet at the age of 13. Cadets may enter the cadet program during any of the first three meetings in Phase I.

They may retain their cadet status until they reach the age of 21 or they may become senior members upon reaching the age of 18.

The physical fitness portion of the cadet program will provide for cadets to be placed in one of three physical categories: Cadets in category I (no physical limitation) participants in the CAP Physical Fitness Program as it is written. Cadets in Category 2 (limited physical capability) participate in the program or in substitute physical conditioning activities to the extent recommended by their personal physician.

Cadets in Category 3 (physically handicapped) are granted a waiver of physical fitness requirements.

Civil Air Patrol aerospace education textbooks, student workbooks, instructor guides, filmstrips, and recordings for use in the new program are distributed only by the Aerospace Education Bookstore at National Headquarters. Orders for these materials should be submitted on CAP Form 18, "Aerospace Education Materials of Instruction," direct to the bookstore.

An initial distribution of all new CAP pamphlets, manuals, and regulations will be made by National Headquarters; after that these items will be requested on CAP Form 8, "Request for Publications and Blank Forms," on regular requisition.

The adoption of this new program will become mandatory on July 1, 1964, with an optional period beginning January 1, 1964.



ARTHUR F. MARTIN

Director of aerospace education, Southwest Region, CAP, has been active in the field of education for 29 years.

His broad and varied background includes experience as consultant for the New York State Education Department; instructor in the USAF; science and hygiene teacher in elementary schools; instructor in Industrial Arts in the elementary and secondary schools; Director of Industrial Arts at Gorham State Teachers College, Maine; member of the summer session staff, University of Maine; member of the National Aviation Education Workshop staff at the University of Colorado, Miami University, and University of Montana; and Southwest Region Director of aerospace education for CAP since 1954.

He attended Harvard University, Rutgers University, and Fitchburg State Teachers College in Mass. He earned his BS and Masters in education.

DECEMBER, 1963

CAP TIMES 11

New Program Called 'Critically Important'

NATIONAL HEADQUARTERS—The new cadet program recently adopted by the National Executive Committee of the Civil Air Patrol has been set for implementation in a careful series of pre-planned "steps." National Headquarters considers the implementation of this program as critically important.

"Step 1" of the implementation has already been sent to the field. It consists of a flow chart and briefing outline of nine blocks.

Block I was accomplished during October of this year. Region Directors of Aerospace Education were briefed during a special meeting held at Ellington AFB at the same time the National Board was meeting in nearby Houston.

THE REMAINING eight blocks of "Step 1" have been left up to region liaison officers for proper implementation.

Blocks 1 through 3 have already been accomplished. Block 4 is currently being acted upon. This latter involves briefings given by region liaison officers to their wing counterparts to prepare them for the remaining factors in "Step 1."

Block 5, preparation by wing liaison officers to give formal briefings for critique purposes, was accomplished before Dec. 1. Part "b" of this block is presently being taken care of at the Region level.

Blocks 6 through 9 have yet to be accomplished. These involve the briefings given by wing liaison officers to wing commanders and staffs; the briefings of all composite and cadet squadron staffs; providing materials for use in the new program; and submitting reports on the activities carried out during the implementation.

Presentation of the program to the cadet and composite squadrons is considered the most important part of the implementation. All this must be accomplished before April 1, 1964.

The last two blocks in "Step 1" involve the reporting system back up through the chain of command to National Headquarters level on how implementation was accomplished.

New Test Program Rated 'Success'

NATIONAL HEADQUARTERS—According to National Headquarters' Aerospace Education Office the first calendar year of operations under the new Centralized Testing Program was a success.

The outstanding response of all CAP squadrons was, according to a National spokesman, rewarding, especially to those persons administering the testing program.

Valid requests for examination materials totaled 7,452 during the 12-month period and resulted in the shipment of 126,105 actual exams. This was an average of 498.4 per working day.

TIME & SEQUENCE CHART CAPC PROGRAM

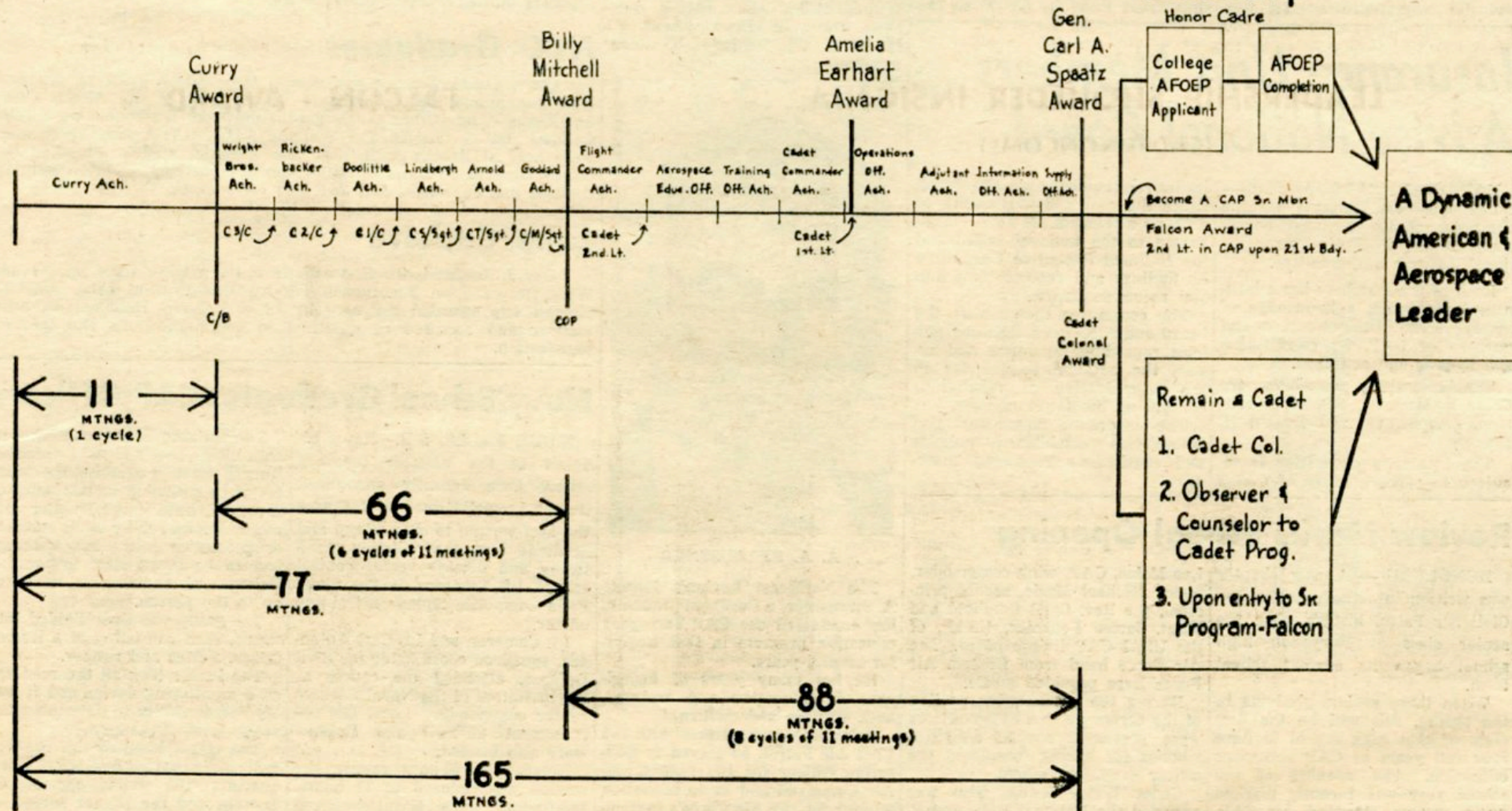
Time Progresses Left to Right

Phase I
Orientation

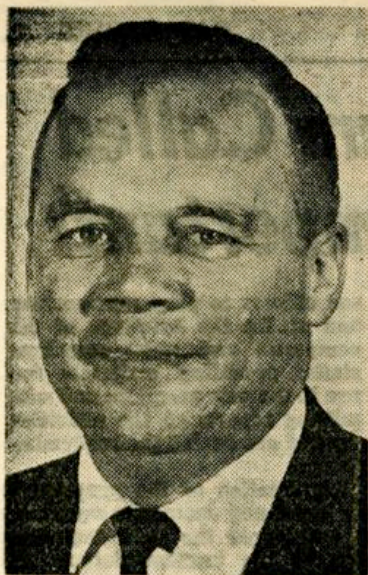
Phase II
Aerospace Education

Phase III
CAP Leadership

Phase IV
Aerospace Leadership



TIME BASIS: 40 Meetings/Yr. Maximum (4 1/4 Yrs.)



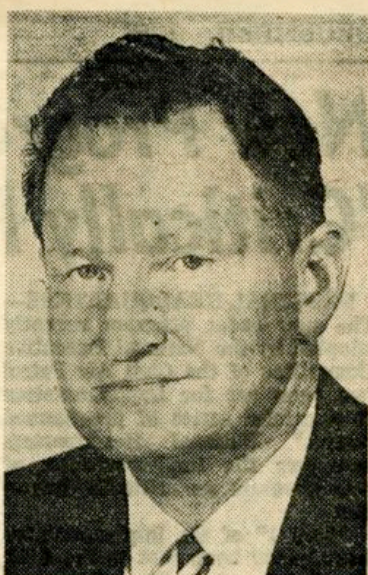
WILLIAM REYNOLDS

Director of aerospace education, North Central Region, CAP, was born in New Orleans, La. He attended the New Orleans schools and in high school was a letterman in football and track.

In September 1937 he entered St. Edwards University in Austin, Tex. He graduated in 1941 with a BA Degree in business administration.

In 1941 he entered the Army Air Corps as an aviation cadet. In June of the following year he was commissioned a second lieutenant and awarded his wings as a fighter pilot. He served in the South Pacific, flying P-40's.

In January 1962 Reynolds became director of the aerospace education program for the North Central Region.



L. D. CODY

Director of aerospace education, Pacific Region, CAP, was born in Sedro Wooley and graduated from Columbia Union High School in White Salmon, Wash.

During World War II he served as a flight instructor at Bend, Oregon. He earned his BS and Masters Degrees in school administration from the University of Oregon. He was a coach, teacher and principal in the St. Helens public schools from September 1948 to June 1961.

From that time until his assignment as Region Director for Aerospace Education in October 1962, Cody was employed as an insurance representative for the National Service Insurance Company of Seattle.



KENNETH C. PERKINS

Director of aerospace education, Southeast Region, CAP, was born in Jonesboro, Ark. He received his education in Nettleton, Ark., where he completed high school.

During World War II he served as a flight instructor at an Army pilot school. He obtained a bachelors degree in education from Arkansas State College, and later a masters degree in education administration from the University of Arkansas.

He taught in the Arkansas public school system from 1947 to 1951. From that time until his assignment as Region Director for CAP's aerospace education program in January 1961, he served as an academic instructor at Air Force Pilot School.

CAP News in Brief

Solo Wings

Cadet John Moen, Ellensburg Composite Sq., Washington Wing, earned his solo wings recently. He paid for flying lessons by doing farm work and taking other part time jobs. Vernon Mitchell, a member of CAP's Owner-Pilot Specialist group was Cadet Moen's instructor. Presentation of solo wings was made by Lt. Col. Earl Winters, professor of Air Science, and commander of USAF-ROTC Detachment 895, Central Washington State College. Presentation took place at a local field and was made on Cadet Moen's 16th birthday.

Christmas Toys

Members of the Oroville Cadet Sq., 94, have been collecting used toys for the local Sheriff's annual Toy Drive. Larry Gillick, Butte County Sheriff, requested assistance of the Cadet unit in gathering the toys that will be repaired and painted by prisoners at the County Jail and distributed at Christmas time to needy families in the county.

Gold Star Mothers

Members of the Augusta Squadron, CAP, Georgia Wing, co-operated with members of the Veterans of World War I, Camp Hancock Barracks 900, in Augusta, to observe Gold Star Mother Day this year. The ceremony took place at the Veterans of Foreign Wars Hall in Augusta. City Mayor Millard Beckum said of this day that, "It is only right and just that we should pause and stand shoulder to shoulder with these gallant Gold Star Mothers . . . to remember the many lives given to protect our way of life." Cadet members of the CAP squadron formed an honor guard at the memorial during the ceremony.

Operation Big Lift

The name of Civil Air Patrol was part of the successful operation conducted this year by the US Army and the USAF in moving large numbers of men and equipment by MATS aircraft from the US to Germany. One CAP member, Ray D. Williams, a 2nd Lt., in the Craven County Sq., North Carolina Wing, was a Department of Defense accredited correspondent representing his radio station, WHIT during the long range maneuver. From Germany he sent word back that, "CAP, we found, is well known from all over the States, both on a former cadet basis and a senior member level."

Plane Dedication

A Luscombe 8A airplane was dedicated recently at the Davis Airport, Laytonville, Md., in the memory of Lt. Robert Bruckman, CAP, who was lost on a flight over the Chesapeake Bay during a storm. Mrs. Bruckman, wife of the missing pilot, sprinkled the plane with a handful of sand brought from Kitty Hawk for the occasion. The plane was named "Little Tiger" and painted in the Princeton University colors, Lt. Bruckman's Alma Mater.

CAP Assists CD

The Nassau County Office of Civil Defense has asked the New York Wing of the Civil Air Patrol to survey 40 locations in the county to determine if they could be used as landing sites for light planes during times of emergencies.

NCO Graduates

Cadet David Donally was chosen outstanding cadet to graduate from the annual NCO Candidate School held in the Alamo Cadet Sq., Texas Wing. Other cadets graduating from the course were John Bennett, David Charles and Wallace Adair. Graduation ceremonies were held at Brooks AFB, near San Antonio. Cadets attending the course received 15 hours of instruction in leadership, security, military customs and courtesies and drill and ceremonies.

Lone Cadette

Gay J. Keeran is the first cadette in the Walker Lake Sq., Nevada Wing, to earn an Emergency Service Qualification card. Cadette Keeran was awarded her card by Lt. Col. Louis Dellamonica, commander and certified as qualified in communications and mission registration.

Navy School Graduates CAP Officers

SIOUX FALLS, S.D.—Naval officials at the disaster recovery school here recently announced that Lt. Lounell Cameron, CAP, was the first woman to ever attend and graduate from the radiation monitoring and disease vector control school. Lt. Cameron is the Sioux Falls Composite Squadron training officer.

Lt. Cameron and Lt. Carl Antonson, squadron coordinator for Civil Defense, attended the course at the invitation of the Naval Reserve center commander. Local law enforcement officials and firemen were also invited.

Normally a 40-hour course, the session was reduced to 17 hours. Instructors were Naval noncommissioned officers trained by the Navy Department.

The training course consisted of both class room and field exercise. During the field exercise, the trainees were suited-up in two pairs of coveralls, head cover, rubber and cotton gloves, rubber boots and other protective gear. All openings had to be taped shut to prevent leakage of radio-active material on to the person.

The group was then divided into teams, each consisting of a leader, talker, writer and runner.

The leader took all the readings on a monitoring device and it was his responsibility to determine the safety level of the area.

The talker handled the two-way radio and reported findings to headquarters; the writer charted all findings and the runner served as a backup in case of radio failure during the test.

National Scholarship Committee Maps Steps to Improve Scope of Operations

NATIONAL HEADQUARTERS—At the first meeting of the reorganized National Scholarship Committee, members offered recommendations to the National Executive Committee which would improve the scope of the committee.

The committee was originally established under the chairmanship of Col. Stanley H. Arnolt. In April of this year the committee was reorganized under the leadership of Col. Jess Strauss.

During the period between the forming of the original committee and the reorganization early this

year, Charles Webb, deputy chief of staff for aerospace education at National Headquarters, led the committee work.

One major recommendation by the committee at its Stewart AFB, N.Y. meeting in April was to have an opportunity to conduct a fund raising campaign to enhance the CAP scholarship program. At the same time the committee unanimously requested that the National Executive Committee and the National Finance Committee supplement the earnings of the Scholarship Trust Fund by \$3,000 so the

total amount available for the 1964 scholarship fund will be \$18,000. This additional money has been approved by both the NEC and the finance committee.

Other recommendations approved include: future uncommitted scholarships should be established with a maximum stipend of \$500 and established 10 vocational-technical scholarships in amount of \$100 each as part of the 1964 scholarship program.

Other members of the scholarship committee include: Colonels William M. Patterson, Paul E. Burbank, Harry B. Dyer, Joseph F. Moody, Lt. Col. Louise M. Thadden and Webb.

Insurance Unit Members Advise National Board

NATIONAL HEADQUARTERS—Three members, selected by the chairman of the national board, comprise the Civil Air Patrol National Insurance Committee.

Each of the members has a business background, a knowledge of insurance and of the objectives and purpose of CAP, its constitution and by-laws and activities.

The committee members are Colonels James J. Mitchell, chairman, Jess Strauss and Donald H. Denton.

The insurance committee is required to make a study of CAP's

insurance requirements and investigate the cost and availability of such requirements. It then makes known to the national board and the National Executive Committee its findings and reports its action and recommendation.

The committee then assists the board and NEC in establishing policies regarding insurance and assists the national commander in the promulgation of regulations concerning insurance matters.

The insurance committee also administers established policies and regulations regarding insurance.

Review Marks School Opening

HONOLULU — A new chapter was written into the ever-growing Civil Air Patrol history when the senior class at Maryknoll high school began its current school term.

When these seniors graduate in the spring, this will be the first class of that high school to have four full years of CAP aerospace education. The opening of the school year was recently marked by a review attended by CAP, USAF and school officials.

Dignitaries present included Col.

Lee Malce, CAP, wing commander, Sister Michael Marie, school principal, the Rev. Cyril Gombold and MSgt. James Fournier, USAF, of the USAF-CAP liaison office. The Air Force band from Hickam Air Force Base provided music.

During the presentation portion of the ceremony, the cadet officers were presented special activities ribbons for having completed the officer candidate school.

Cadet Waley Kwock also was awarded the National Rifle Association "expert" rating by the rifle team advisor, Lt. Allen Yuen, CAP.



A. A. STRAUSSNER

The Northeast Region's Antone A. Straussner, a Fordham graduate, has conducted the CAP aerospace education program in that Region for several years.

He has many years of experience in education and training, both military and civilian.

Prior to his assignment with the Civil Air Patrol, he served as Education Officer for the Continental Air Command and as an education advisor for the Air Force's individual training program for reserve officers.

Inspectors Help Solve Many Woes

NATIONAL HEADQUARTERS — Inspection within the Armed Forces is not a development of recent years or expediency. General George Washington was the first to establish an inspection system within the Continental Army. Problems of discipline, supply and morale were serious factors in the conduct of the Revolutionary War. The basic purpose of the inspector then, as now, was to obtain by first hand observation unbiased information concerning specific problems so action could be taken to eliminate those obstacles which might hinder the fighting efficiency of the Army. Basically, the purpose of inspection remains the same today.

The Civil Air Patrol organizational structure is patterned after the military. It is known as the "single line of authority structure," sometimes referred to as the "military form." The inspection system is an integral function of both systems, and, as concerns Civil Air Patrol, extends to the wing level.

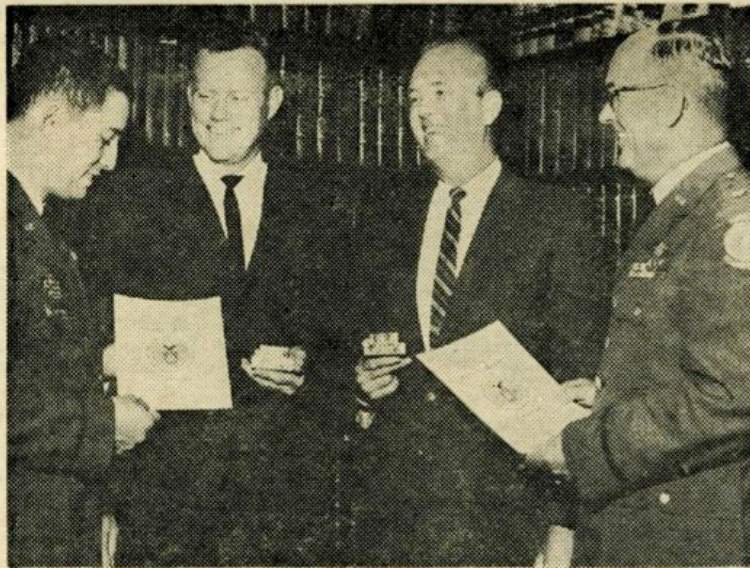
As a special staff agency of the National Commander, and in compliance with his directives, a team of inspectors visits each wing at least once every two years. When the inspector goes out to the field, he must keep several things in mind. He must remember that he has a primary responsibility to the National Commander to make a factual report of his observations and findings concerning a unit's efficiency and capability to accomplish its assigned mission. Equally important is the inspector's responsibility to the unit commander. Through his years of experience and his knowledge of regulations and related requirements, the inspector is in an excellent position to aid the unit commander through advice and counsel.

THE INSPECTOR must remember that though he has no command authority, it is his duty to make suggestions and recommendations concerning existing and potential problems which might hinder the effective accomplishment of the unit mission. As he goes about his task, the inspector thinks in terms of the mission and functions of the unit in relation to the basic Civil Air Patrol mission.

As he inspects the many functions of the unit, he continuously analyzes the problems in relation to the overall mission. These analyses are based on clear, logical thinking, recognizing problems in their true perspective and always on the lookout for practices which might merit adoption by similar units or which possibly may be used throughout Civil Air Patrol.

When he writes his report, the inspector does so in such a manner that it is factual, clear and concise, precluding any possibility of misinterpretation. He attempts to define causes of problems, not results. As he leaves the unit, he makes plans for follow-up procedures either through personal contact or through correspondence.

During the past year when the Inspector General and his staff travelled about 160,000 man-miles, he noted decided improvement among the commanders of the many units he visited. Grievances and complaints are being resolved with greater efficiency and dispatch. The inspection program is paying off in better internal discipline and a marked improvement in morale and esprit de corps.



FINANCIAL BOOST — Two Florida State legislators receive honorary membership in Civil Air Patrol from Col. Hal duPont, left, Florida Wing commander. Receiving the honor for their sponsorship of a state appropriations bill for CAP during the recent session of the legislature are State Senator A. J. Ryan Jr., second left, and Rep. Emerson L. Allsworth Jr., second right. At right is Lt. Col. Luther L. Dameron, CAP, wing deputy for cadets. Rep. Allsworth is a former CAP cadet.

'Professional' Job Done By Civil Air Patrol Pilots

NATIONAL HEADQUARTERS — Civil Air Patrol pilots are neither professional airmen nor are they considered by many as professional in the realm of aerial search and rescue. Yet on a day-to-day basis they are expected to do a professional job in both areas.

Every time one of their small aircraft takes to the skyways in search of another downed airman, civilian or military, the influence of the Air Rescue Peacetime Activity Branch, under the Director of Operations, National Headquarters, is clearly evident.

It is the responsibility of this branch to offer not only encouragement to CAP flyers, but also to provide training manuals and other aids to assist them in aerial search with the maximum of effectiveness and a minimum of personal risk.

Paramount in the minds of most CAP members is the question, "How will I best serve my country in time of war or national emergency?" The answer to that question lies with the Civil Defense/Wartime Activity Branch. Every CAP wing has signed an agreement with the Office of Civil Defense outlining mutual responsibilities in the event of disaster.

National Headquarters is presently preparing a CD-CAP training manual to insure that the proper training is given to all members.

Nominating Committee

NATIONAL HEADQUARTERS — All past chairmen of the national board and one national advisory council member from each of the eight regions form the National Nominating Committee.

Primary function of the nominating committee is to determine the best qualified individual as nominee for chairman of the national board.

Members of the committee are: Gen. Carl A. Spaatz, USAF ret., Col. D. Harold Byrd, CAP, and Col. William C. Whelen, CAP, past national board chairmen.

Region representatives to the committee are Colonels James L. Biggs, Northeast Region; Harry Dyer, Southeast Region; David Hartner, Middle East Region; James Mitchell, Great Lakes Region; Vee Phillips, North Central Region; Alfred Waddell, Southwest Region and Willoughby C. Dye, Pacific Coast Region.

Civil Air Patrol has pledged its support not only to Civil Defense, but also to the Federal Aviation Agency and to the Air Force Recovery Program. Each segment of the wartime mission of CAP is so interwoven with the other that if one is accomplished, all three benefit.

Personnel from the directorate of operations at National also monitor an annual search and rescue (SAR) test for each wing. It is through this test that the national, regional and wing commanders may determine the effectiveness of each wing.

PEACETIME activities of Civil Air Patrol fall under the overall supervision of National Operations. Here search and rescue is emphasized.

This phase is undoubtedly the biggest peacetime operational effort of Civil Air Patrol. The commander of Air Rescue Service has stated that without the aid of Civil Air Patrol, his job would be almost impossible. There are not enough military aircraft or trained personnel available to conduct the necessary SAR missions generated every day by civil aircraft. CAP flyers neither expect or receive monetary reward for their services.

Many Civil Air Patrol members have wondered aloud who solves the problem of airlift for its members. Again Operations enters the picture. Flight Operations Division reviews all requests for senior members to be transported on military aircraft as passengers.

In all cases the member must be engaged in the performance of official Civil Air Patrol duties. Then arrangements are made on a "space available" basis to transport the member.

Cadet airlift presents another and more complicated problem. Literally thousands of cadets are flown each year. The International Air Cadet Exchange and summer encampments require detailed planning that extends over many months. In each instance deadline dates must be met.

Liaison officers in the field cooperate with National Headquarters in these efforts. In the case of the IACE, Military Air Transport Service bears the burden of the effort in flying cadets to Rhein/Main AB, Germany, and to Howard AFB in the Panama Canal Zone.

Continental Air Command provides the major portion of airlift for cadets attending summer encampments. Region USAF aircraft transport the majority of cadets attending special summer activities.

Defense Assists CAP By Donating Surplus

NATIONAL HEADQUARTERS — Surplus materiel in the original value of over forty million dollars has been turned over to the Civil Air Patrol by the Department of Defense in the past five years.

This materiel has come in a variety of forms: airplanes, motor vehicles, radio equipment, uniforms, office furniture. But cost cutting measures in the national defense budget have affected CAP's supply of available items from these channels.

The United States Air Force has re-stated its intention to support the Civil Air Patrol in every way possible within existing laws. However, materiel support is limited to excess and surplus property no longer needed by the Department of Defense.

New management techniques being instituted by National Headquarters promises greater dividends to CAP units in the area of materiel. Introduction of the reporting system for aircraft and re-examination of utilization of equipment is already providing an accurate and complete picture of the number of corporate planes maintained by CAP. This method can be of invaluable assistance to unit and wing commanders.

THE NEW reporting system is also aiding commanders to assess problem areas regarding aircraft inventories. Some reports have reflected that aircraft have not been flown in over three years in some units. This quickly points up the fact that these units are not using their aircraft to best advantage, perhaps because they can not properly maintain the aircraft. Reassignment of this plane to another unit may result in better utilization of materiel and accomplishment of CAP's mission.

Reports being compiled at National Headquarters indicate that in recent years CAP's aircraft inventory has diminished at a rapid rate.

Transfer of aircraft to other areas of the country where units can better utilize the plane requires a definite series of actions taken by personnel concerned.

Responsible commanders who intend to transfer surplus equipment should advise the liaison officer who will coordinate at region level to determine whether equipment (this can include items other than planes) should be transferred to another unit or reported to National Headquarters as excess to the region.

Lt. Col. Roger L. Wobbe, director of materiel, commented that, "Commanders have a responsibility for effectively employing the tools at their disposal. Up to date knowledge of the type of equipment on hand in the unit, accurate knowledge of its condition and forceful action to keep it in a satisfactory state of repair will assure a greater role for CAP in serving the nation."

Another effort of the Directorate of Materiel to develop better supply methods for the Civil Air Patrol of the future is the publication of a supply manual, CAPM 67-1. This manual is intended to cover procedures applicable to wing and squadron functions and to outline basic supply methods common to all echelons in CAP.

As the responsibility of CAP as a local service organization becomes more and more manifest in

communities across the nation it becomes increasingly obvious that new methods, improved methods, are necessary for efficient operation. Strict adherence to procedures established within the organization is one of the cardinal rules for good management.

IN DISCUSSING the proper use of supplies by CAP units Colonel Wobbe said, "What is important to remember is that any improper handling of CAP property that was once public property can subject the organization to severe criticism. The kind of criticism that CAP could never completely live down. In fact, it could lead to the suspension of CAP's privileged status in being eligible to receive, needed by the Armed Forces.

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● Women in CAP

Many Top Jobs Held By Female Members

By SALLY MILLER

WOMEN HAVE always had a place in aviation and recognizing the value of women in the field, Gill Robb Wilson sought the assistance of a young-lady pilot, Nanette M. Spears, in forming Civil Air Defense Services of New Jersey. Wilson is presently vice president of FLYING Magazine. Nanette M. Spears is one of four women to reach the grade of full colonel in CAP. She has been the New Jersey Wing commander since June 1956.

The Civil Air Defense Services, planned by Wilson with the backing of New Jersey's Governor Charles Edison, was the state-wide arm which became the model for the future Civil Air Patrol.

In 1941 the Airplane Owners and Pilots Association had established the Civil Air Guard in several large metropolitan areas and the Civil Air Reserve, founded by Milton Knight of Toledo, Ohio, was followed by other state units planned to afford air representation.

When the various units merged with New Jersey CADS to form Civil Air Patrol, which was officially activated on December 1, 1941, Nanette M. Spears became a charter member of the CAP organization.

The 2000-plus units of CAP continue their progress much under the influence of women members.

Three women wing commanders head a long, distinguished list of CAP women who have gained recognition outside of CAP and within the organization for their skill in flying aircraft and their expert leadership.

Men, women and teen-age cadets are commanded by Col. Clara E. Livingston in Puerto Rico and Col. Louisa Spruance Morse commands the Delaware Wing. The fourth colonel and only other woman in CAP to have wing command is Col. Nancy H. Tier, Connecticut Wing commander from 1947 to 1950. Col. Tier retired from active CAP service in 1960.

Off-duty the CAP woman member might represent any one of a dozen professions or she might be a non-professional. Housewives often serve CAP daily, spending long hours monitoring radio equipment and passing net traffic.

A MEMBER since 1956, the voice of Maj. Esther M. Knopf of Tucson, Arizona, has long been recognized as she repeats, "This is Thunderbird 4 calling . . ." Her two-way

radio is installed next to the refrigerator in the Knopf kitchen. As squadron transportation officer, a position usually considered a man's work, Maj. Knopf uses the radio in processing vehicle requests.

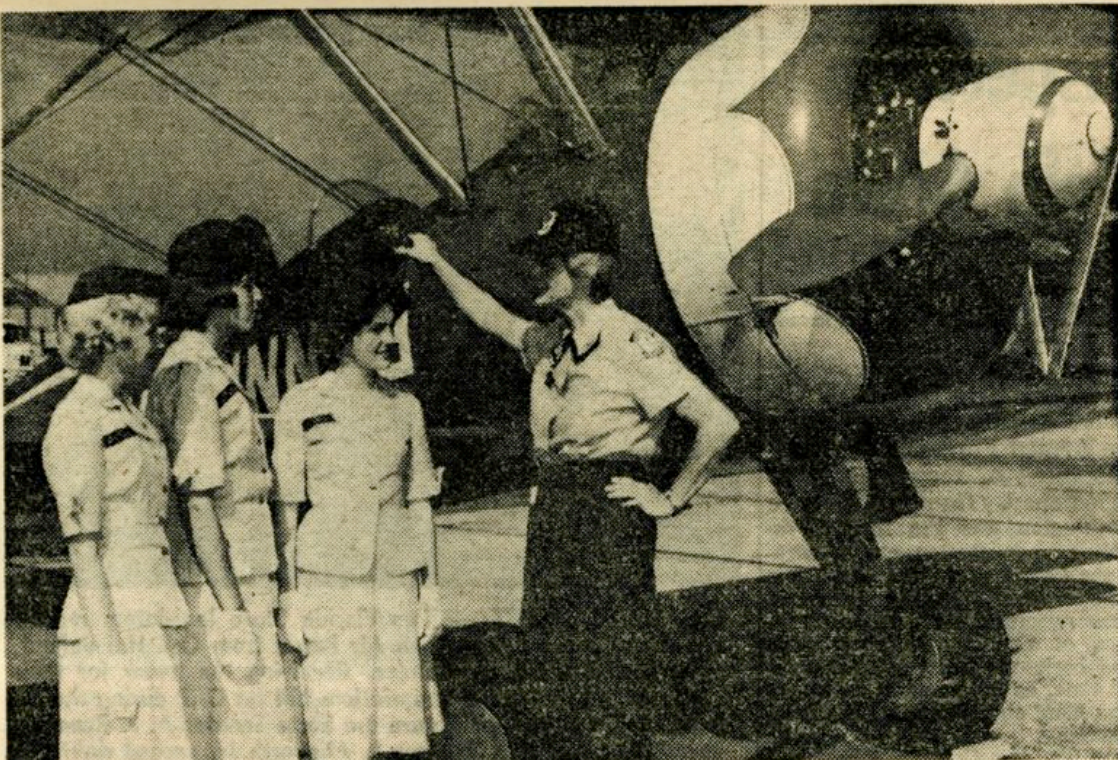
Lt. Col. Martha A. Reading of Dallas rates high on the list of communicators. She is Southwest Region communications officer. Since her CAP membership began in 1951, Col. Reading has worked for the improvement of communications. A member of the Women's National Aeronautical Association, she owns her own aircraft which she has flown in search missions. She has participated in many REDCAPs and SARCAPs as radio operator at mission headquarters. Col. Reading's profession is that of engineering draftsman and commercial artist. She is employed by the Texas Highway Department.

Among Civil Air Patrol women members are actresses, doctors, nurses, teachers, newspaper women, musicians, photographers, public relations experts, helicopter pilots, Federal Aviation Agency personnel, members of the clergy and many other professional personalities.

Lt. Viola T. Sandell, an FAA traffic control tower operator at Merrill Field, Anchorage, Alaska, was among the pioneer group of individuals who helped get CAP started on the road to the search and rescue organization it is today. A CAP bush pilot, Lt. Sandell was a member of the WASP (Women's Air Force Special Pilots) during the short life of that organization, 1943-1944. She was one of 1074 women pilots graduated to fill-in until there were enough male pilots trained to meet war requirements.

An early CAP woman to wear the WASP wings of a service pilot was Cecile Hamilton. She was the only woman to fly on CAP coastal patrol.

Capt. Kay M. Brick, New York Wing, was also among the wearers of the WASP wings, graduating as an Advance Ferry Pilot. In the service, Capt. Brick moved up to 6th Tow Target Squadron commander. She is presently Board of Directors chairman of the All-Woman Transcontinental Air Race,



MEMORIES—Lt. Col. Louise M. Thaden, CAP veteran pilot and coordinator for women, Middle East Region, found a bit of nostalgia at the Fourth Annual CAP Friendship Days air show, Wilmington, N.C., in this 450 Stearman biplane. Cadettes of Wilmington Composite Squadron were eager listeners as Col. Thaden recounted early flying experiences. (Left to right): Cadettes Jeanne Walton, Connie Kelly, Muriel Pearson, and Col. Thaden.

Inc. (Powder Puff Derby) and a past president of the Ninety-Nines, Inc.

Actress Mary Astor was a member of Civil Air Patrol during the war years.

A representative of the medical profession is Maj. Mabel A. Conger, Rio Hondo Sq. 89, California Wing. At 71, Maj. Conger has attended eight summer encampments, including the 1963 encampment, providing medical assistance and advice to cadets. She is a practicing Doctor of Osteopathy in Long Beach, Calif.

THE NURSING profession is well represented in CAP. Among members who are registered nurses are Lt. Col. Mildred R. Van Schoick, Illinois Wing director of ground rescue and training. She is chief of the Outpatient Clinic, Billings Hospital, University of Chicago hospitals.

Prior to Pearl Harbor Col. Van Schoick was one of the pioneers active in Civil Air Patrol. She is believed to be the only woman accepted for duty in the Army's Atlantic coast patrol; however, her orders were rescinded because of a lack of housing for women. The early-model planes she flew included the OX5 and her own 1929 model Travel-Air.

Maj. Aubigne C. Smith, the only woman unit commander in Maine Wing, is Nursing Director of Penobscot County Civil Defense and a member of the State Advisory Committee (medical) for the Selective Service System. She earned her degree in nursing at Yale University.

SM Ruth Hodges, Irving Composite Sq., Texas Wing, a Public Health Nurse, teaches a squadron class in medical health self-help and sees to it that members are appropriately immunized.

Lt. Col. Marie Oliva commands Li'l Gabriel Cadet Band Sq. No. 11. She has been a member of CAP since 1944 when she joined as a cadette. In civilian life Col. Oliva is a teacher of trumpet and trombone and directs her own dance band, "The Blue Notes." Under her direction Li'l Gabriel Cadet Band is the official CAP band of California Wing.

Civil Air Patrol women members of the teaching profession are legion. Prominent among members of that profession is Lt. Col. Fern T. Ludwick, Michigan Wing deputy for aerospace education. Holder of the title "first lady" of Michigan Wing, Col. Ludwick has been a member of CAP since 1953. She is a counselor in Dondro Senior High School, Royal Oak, Mich.

A member of CAP since January 1942, Lt. Col. Eunice J. Naylor is Utah Wing deputy for aerospace education. Her most important Civil Air Patrol activity



CADET GLENDA Kleppin, Rapid City Sq. No. 2, South Dakota Wing Scholarship award winner.

is a continuous effort to assist instructors of secondary schools teaching the Aerospace Education Course.

Among newspaper women and professional writers is Capt. J. Frances Hapgood, Maine Wing information officer. She is editor of the Portland Press Herald's "Living in Maine" page which is one of the most popular features of the morning daily.

After fifteen years of participation in Civil Air Patrol, Capt. Lindy Boyes has made application for retirement. She has been accepted in the Peace Corps. Following a two-month course of training at the University of New Mexico at Albuquerque, Capt. Boyes is scheduled to depart for Brazil in February 1964 to begin a two-year Peace Corps tour. Lindy collaborated with the late Lt. Col. David F. McCallister, ANG, in writing **SABRES OVER BRANDYWINE** which was published in 1961. Another of Lindy's contributions to aviation is her book, **PILOT'S WEATHER GUIDE**.

More than a year ago three prominent women in aeronautics who are Civil Air Patrol members took part in a Congressional hearing, insisting that women be allowed to pilot space vehicles.

The three were Lt. Col. Jacqueline Cochran, Capt. Jane B. Hart and Jerrie Cobb. Mrs. Hart (wife of the Democratic Senator from Michigan) said, "It is inconceivable to me that outer space should be restricted to men only."

Miss Cobb was the first U.S. woman to complete the battery of 75 physical tests by which the original seven Mercury astronauts were selected.

Col. Cochran has probably won

more flying records than any other woman. In one flight in 1962 when she piloted a Lockheed JetStar from New Orleans to Bonn, West Germany, Col. Cochran posted 69 new flight marks.

IN AN ARTICLE in THIS WEEK Magazine following the appearance of the three women before Congress, the author, Erik Bergaust, head of the Republican Advisory Committee on Space and Aeronautics, said, "Our . . . future plans for further conquest of space will require an enormous amount of brainpower, and all the experts I talked with (NASA and others) agree there is plenty of room for women."

Civil Air Patrol gathers its devotees from many fields, including the clergy. Lt. Margaret Messer, pastor of the Sixth Street Congregational Church, Auburn, Maine, began her CAP career in the old Cheshire Flight (Conn.). She is information officer and education officer for Auburn Composite Squadron.

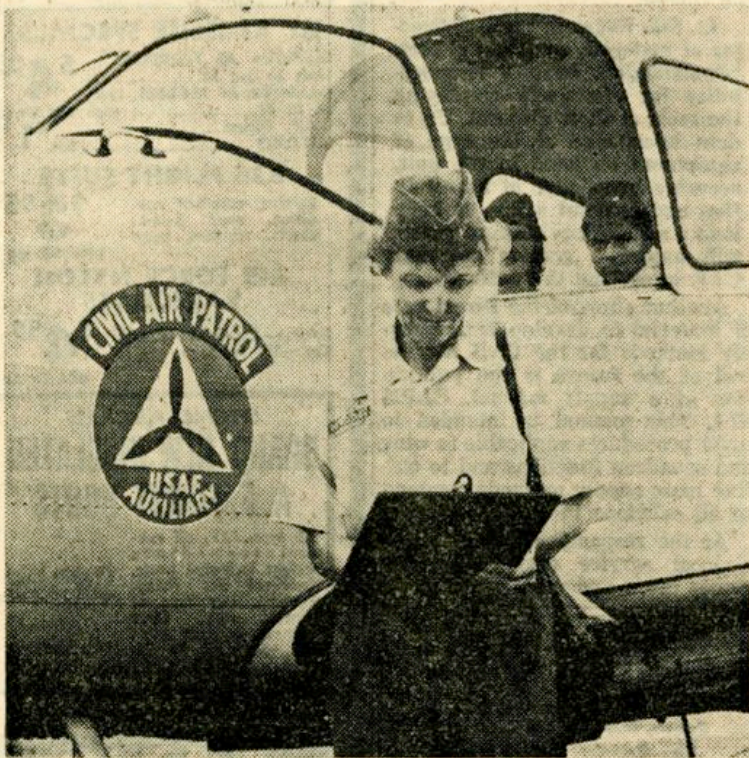
The Air Force recognizes the training and discipline offered by CAP, awarding A3C rating to cadettes who have completed Certificate of Proficiency requirements prior to enlisting. There are approximately 31,000 women in all the armed services, serving in the U.S. and in overseas countries. Of this number, many are former CAP cadettes and senior members. On the other hand, many of the seniors are former members of the Armed Forces, giving their military experience and voluntary time in augmenting the value of CAP.

Lt. Nona Quarles brought distinction to National Capital Wing and Civil Air Patrol in general when she was appointed the 1962 Chairman of the Defense Advisory Committee on Women in the Services (DACOWITS).

DACOWITS was created 12 years ago at the suggestion of Gen. George C. Marshall. It is composed of 50 prominent women throughout the U.S. selected on the basis of their outstanding reputations in civic or professional fields. Each is appointed for a three-year term by the secretary of defense to advise on policies and standards affecting women in the service, including nurses, medical specialists, line officers and enlisted women. Also included are the women in uniform who run service hotels, manage PXs, serve as judge advocates and hold responsible jobs in NATO, serve on the staff of guided missile schools and work as radar console operators and plotters.

Lt. Quarles is employed by Federal Aviation Agency assigned to the agency's Bureau of National Capital Airports.

(See WOMEN, Next Page)



COL. CLARA E. LIVINGSTON
... Puerto Rico Wing commander.

Promotions, Awards, Transfers Keep Personnel Sections Busy

NATIONAL HEADQUARTERS — Many members of Civil Air Patrol look on the Personnel Deputate at National Headquarters as a processing machine dealing only with numbers. The several diversified branches where all personnel actions take place in the office are discussed separately below.

The thumbnail sketches of each section do not delineate all the duties of that section, but the information discussed has been selected as that of most interest to the majority of the Civil Air Patrol member.

Personnel Action Branch

This section, under the direction of SSgt. Henry D. Mascarnes, processes officer promotions, demotions, retirements, appointment of region and wing commanders, national committees, life memberships and maintains the records of present and past region and wing commanders.

Publication of orders was discontinued in January 1961 except for the appointment of region and wing commanders, committees and retirements which are accomplished through means of National Headquarters Personnel Actions. The CAP Form 2, procedure eliminates the need for preparing stencils, printing and distributing orders. When the Form is received by the branch it is validated and the approved action posted to the Form 25, Personnel Data Card.

IN AN attempt to streamline officer promotions, a test was initiated in the Great Lakes and Middle East Regions. This test provides for the wing commanders to take final action on officer promotions except when approval is required of the region commander. This procedure permits the officer promotion to become effective upon approval by the wing or region commander. However, the Form 2 must be forwarded to National for posting to the member's record and to change the grade on the individual member's sticker.

Awards and Decorations

This Branch processes the recommendations for Meritorious, Exceptional and Distinguished Awards, Bronze and Silver Medals of Valor, Unit Citations, Honorary Membership and awards for former wing and region commanders. The Awards and Decorations Branch also handles service and training ribbons and the wearing of the uniform.

Recommendations for awards and decorations are prepared in letter form and forwarded to National through channels. In December 1963 the National Executive Committee authorized the National Commander to appoint an Awards and Decorations Board from the staff at National Headquarters to take final action on such awards, decorations and unit citations.

National Headquarters designated unit commanders to approve pilot and observer wings to accelerate the processing of aeronautical ratings.

Membership Branch

The Branch receives and processes membership applications from new members and renewals requested by old members. There are a number of steps required in processing applications that must be checked for completeness and accuracy and for the correct amount of dues sent in to National.

The Subscriptions Lists, CAP Form 44, must be date stamped and returned to wing headquarters as soon as possible after receipt. Fingerprint cards are mailed to the FBI daily. After mailing the fingerprint card and securing the photograph to the Form 12, the applications are microfilmed and forwarded to the Machine Records Branch for the preparation of the ID card and annual membership sticker.

Two years ago the delay in receiving applications from new members and renewals was analyzed. It was found that it took from a few weeks to several months to move the documents from the originator to National. A direct processing procedure for resolving this problem was developed.

Basically the plan calls for mailing the membership (new and renewal) applications from the basic unit direct to CAP Personnel. The unit at the same time mails the group and wing dues through the normal channels to wing headquarters.

This branch of the CAP Personnel Division is under the supervision of SSgt. James O. Brown.

Charter Actions

This particular branch maintains the Civil Air Patrol unit mailing list. The branch takes action on all organization changes — activation, deactivation, redesignation, relocation, change in mailing address, change in command, change in meeting place or time, and effective dates of action. There are approximately 8000 change actions each year in more than 2200 units.

This section publishes a semi-annual unit directory and personnel directory. Changes in the unit directory and personnel directory are made periodically.

SSgt. Alton St. Cyr has the supervisory responsibility for this branch of CAP personnel.

Machine Records

The Machine Records Branch under the direction of SSgt. John W. Currie is actually the work-

horse of CAP Personnel. The results of all other personnel actions determine the workload of this branch. It is in this department that the ID cards are manufactured, the annual pressure-sensitive stickers are prepared, the correction stickers are printed and where the fingerprint cards are processed.

This section also provides mailing lists and addressograph plates for other staff sections.

The deputate of personnel is under the direction of Col. Russell F. Ireland, USAF. The office has two major divisions: CAP and military personnel. Lt. Col. Edwin F. Fogarty supervises CAP personnel assisted by Lt. Robert W. Ackerman and MSgt. Robert L. Hirt.

Long-Range Aims Listed By Planners

NATIONAL HEADQUARTERS — As a result of a briefing at Headquarters USAF in December, 1960, by the Civil Air Patrol national commander, the Long Range Planning Committee was formulated.

The purpose of the committee was to develop a long range plan reflecting Civil Air Patrol objectives, goals and requirements.

During the first meeting of the committee in mid-1961, seven major goals were established. They are:

1. Attain and maintain a 100,000 cadet enrollment by 1966.
2. Attain and maintain a 60,000 to 65,000 senior member enrollment by 1966.
3. Continue to expand the Aerospace Education programs.
4. Enroll no less than 10 percent of all private aircraft owners and pilots into Emergency Services to assist the Air Force in carrying out a national search and rescue program.
5. Maintain ground rescue units to support search and rescue programs.
6. Establish and maintain plans and procedures to provide assistance to the Civil Defense and the Air Force Reserve Recovery Program.
7. Maintain adequate communications to support operational, training and emergency requirements.

Each of the goals was set up with a progression designed to reach a maximum by 1966.

Long Range Planning Committee members include: Col. Paul W. Turner, chairman; Col. Paul C. Ashworth, USAF, national commander and Colonels Lyle W. Castle, Great Lakes Region; Stanhope Lineberry, Middle East Region; James H. Laidlaw, North Central Region; Edwin Lyons, Northeast Region; Herbert Barnett, Pacific Coast Region; Harlon W. Bement, Rocky Mountain Region; Frank W. Reilly, Southeast Region and Walter M. Sanford, Southwest Region.

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Photo of Month



SPACE VEHICLE—Jay S. Tupper, manager of advanced systems space and life systems department of the Hamilton-Standard Division, United Aircraft Corp., explains operating techniques of a scale model of a vehicle designed for explorations on other planets. Cadets of the Hollywood Sq., 5, California Wing, are (l. to r.) Jerome Glist, Stuart Craig, Dana Berry and (kneeling) Gregory Santana. The cadets visited a space exhibit at the Pan-Pacific Auditorium in Los Angeles.

—Photo by SM Dick Reizer, Sq., 5, CAP.

Mountain of Publications Record Activities of Units

NATIONAL HEADQUARTERS — If every Civil Air Patrol unit requisitioned 100 copies of half the CAP forms now in use, these forms, if placed in one pile would reach a half mile in height. Forms furnished CAP units during the last year, if laid end to end, would reach from Houston to St. Louis.

All the regulations and manuals alone would form a column so high it would dwarf the Empire State Building. Yet, few people realize the amount of planning and effort required to produce these publications.

The Directorate of Administrative Services at National Headquarters is the keystone in the area of publications which directly affects every member of CAP. Efficient management of correspondence, maintenance of records, and the national archives, printing, distribution and the business of publications and forms — these are but a few of the jobs carried out by this directorate under the leadership of Lt. Col. Hugh H. Saum. Every publication, every travel or personnel authorization, each piece of "paper work" is in some way handled by his staff.

For instance, once the need for a particular type of publication is defined, it becomes the subject of a carefully studied project by this office. Each form is created for a specific purpose and designed to give a complete story in the

fewest number of carefully chosen words.

WHEN THE process of editing, laying out, proofing, printing and production is completed, the publications are funneled through the distribution system to all CAP units.

The amount of time, talent, and energy spent to provide the Civil Air Patrol members with adequate means of communication often goes unrecognized; however, each CAP unit is intimately involved with this vital cost-free service.

All of the paper stock is obtained from surplus sources — through the eagle eyes of the liaison office personnel who ferret these supplies out of surplus lists of the various Federal agencies.

Economical controls in all areas are enforced to assure that stocks are not depleted. Understandably, field requisitions are examined closely to make sure they are realistic. The sincere efforts of conscientious CAP members are the best economy factors in maintaining a real service to the organization.

The skilled experts who provide nearly all the printed matter comprise the Publications and Forms Management Division of Administrative Services, spearheaded by Robert R. Rollins, chief, and James B. Marsh. The Printing Division is directed by TSgt. Donald R. Sage, Mail and Records Division is under TSgt. S. J. Kuczma, and SSgt. Henry M. Booth Jr., is in charge of the Records Management Branch.

Changing Your Address?

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Mail This Form to:

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2201 M Street, N.W., Washington, D.C. 20037.

FROM: (We must have your old address)

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City

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City

Effective date of change

State

State

CAP

Information Network Gets 'Word' to the Field

NATIONAL HEADQUARTERS — The information office at National Headquarters is the nerve center of one of the largest information nets in the United States. More than 2100 "stringers" — unpaid CAP news contributors — make up this network. Every CAP unit in each of the 52 wings is authorized an information officer.

The CAP TIMES editor relies on these many sources for about 80 percent of his "copy." This national news organ has a distribution of more than 56,000, reaching

out across the nation to hundreds of cities, towns and hamlets. Geographically, the CAP TIMES has a wider distribution than any of the great metropolitan newspapers.

Cooperating with CAP are the managers of more than 500 commercial television stations in the country. More than 3000 radio sta-

tions contribute their time and expert services to the furtherance of CAP objectives.

Throughout the year, especially during periods of special projects, all information officers make concerted efforts to publicize Civil Air Patrol activities. Important among these projects are anniversary month (December) for CAP, and all special cadet summer activities.

When the more than 10,000 cadets attend summer encampments, CAP information officers team with the local Air Force information office in publicizing the news.

Such national drives as the annual TB Christmas Seal Drive, Community Chest, March of Dimes and many other humanitarian efforts receive positive help and publicity through information officers at the grass roots level.

MANY TIMES the United States Air Force Recruiting Service has complimented CAP officers for their wholehearted support of their program. Major air commands have voiced their appreciation to Civil Air Patrol for its cooperation in distributing informative and educational literature that pertains to their unique commands.

Information officers are quick to grasp and eager to follow through the several projects initiated by the national office of information. Because of the intense competition between units and in response to suggestions from the field, the national office devised a point-method of evaluating information activities at each level. Through this system, the top programs are selected each year for national recognition. The outstanding information officers receive certificates indicating that they are among the elite in their field. In 1962, the following units and their information officers were selected as the best in Civil Air Patrol: Lt. Col. Lloyd C. Dick, Great Lakes Region; Lt. Col. Carlton W. Bennett, Middle East Region; Lt. Col. Arthur C. Robidoux, Maryland Wing; Lt. Mary Vee Hartman, Southeast Florida Group 1; and WO Roberta Smith, Janes-

ville Composite Squadron, Wisconsin.

The main purpose of the national office is to assist and advise commanders and information officers. Projects of national interest are monitored at the national headquarters and frequently material of nation-wide interest is distributed by the headquarters. However, it is the desire of the national director of information that each information officer devise and promote his own projects. These are many and varied.

Where one unit will capitalize on a fishing marathon, another promotes an all-day fly-in; one participates in a big parade with a beautiful float, another keeps CAP in the public eye with a beauty pageant; one unit sells candy to raise funds while another collects old newspapers and sells them by the pound; one participates actively in a Civil Defense exercise, another takes part in a Red Cross drive to promote life saving training. Sources of cooperative activity within the community, with the resulting favorable publicity, are as numerous as an ingenious mind can devise.

The large majority of information officers are not professionals in the public relations field. Many become seasoned veterans through experience. Some take advantage of the public information officers course offered through the Extension Course Institute (ECI) supervised by the Air University at Gunter AFB, Ala.

Whatever their source of training, the CAP information officer is an intelligent, dedicated member who believes in Civil Air Patrol and all it stands for. No program can succeed if its aims and objectives are kept hidden. It is through the unselfish efforts of the many information officers in the 52 wings that the public is made aware of CAP. Much remains to be done in this endless work. But much has been done and done well through the combined efforts of the hundreds of volunteers who work so sincerely for the organization they believe in.

Report to Chief of Staff Stirs Interest in Program

NATIONAL HEADQUARTERS — In mid-1960, the National Commander was called to The Pentagon to review the status of Civil Air Patrol for Gen. Curtis E. LeMay, Chief of Staff, USAF, and the Air Staff.

The hour-long presentation included historical and factual information concerning CAP, its status and expert opinion on the unlimited potential of the organization. He discussed: membership, numbers of aircraft, missions performed, hours flown, cadet special activities, liaison officer requirements, etc.

While the objectives of the program were understandable to the Air Staff, there was no "feeling" for where CAP was going nor how much this would cost the Air Force in manpower, money and material to assist in getting there.

The National Commander left the Pentagon with a requirement for the Corporation to develop a program that would indicate long range objectives, long range programs and long range goals. He was also committed to informing the Air Force how much support would be required on a year-to-year basis when CAP accomplished the goals they established.

To meet the requirements for a long range corporate plan, the National Commander appointed a Long Range Planning Committee.

In a meeting at National Headquarters in July 1961, this Committee agreed upon a Long Range Plan for CAP and presented it to the NEC a month later. The NEC resolved to adopt the plan as "essential to the success of CAP."

By appointing this Long Range Plan, CAP committed itself to a long term contract with the Air Force. Concurrently, Air Force planners developed a USAF Program which reflected the Air Force manpower spaces that would be required based upon CAP's expansion to the goals established by the Long Range Plan.

One of the major projects of the Directorate of Special Plans and Programs in recent years was the Long Range Plan for Civil Air Patrol. The assigned mission of the section is to develop plans, programs and procedures pertaining to the overall operation of CAP; conduct research in the preparation and publication of analyses, staff studies and briefings on CAP; conduct special studies and projects directed by the Commander; and perform analyses and eval-

uation to determine progress of CAP programs.

As a result of the decision of the NEC and the National Commander, this office prepared a detailed plan which outlined wing goals and prescribed the necessary mechanics to insure attainment of goals. The Long Range Plan has, for the first time in the history of CAP, resulted in a Corporation-wide recognition of the objectives and goals of the organization and an awakening of renewed interest within the Corporation.

The current success of the Corporation is primarily attributed to two actions: first, the Long Range Plan for Civil Air Patrol, which established objectives and goals; and second, the CAP Evaluation System, which provided a method of measuring wing progress toward attainment of goals and promoted a competitive spirit among units. We have been attempting to devise an evaluation system that will provide an accurate analysis of the overall operational capability of CAP wings. The present evaluation system, however, which provides a comparative analysis of wing capabilities and effectiveness in selected areas, has proven to be an effective management tool.

Significant progress in preparing CAP for a National emergency role resulted from a sample agreement developed for use by CAP wings in negotiating with state CD agencies. At a USAF-CAP Committee meeting at Headquarters CONAC in August 1960, it was decided that, pending formulation of an Air Force-Civil Defense Plan for utilizing the services of CAP during a National Emergency, CAP National emergency mission assignments would come from National Headquarters at Ellington AFB.

An interim emergency mission assignment for CAP was disseminated to wing and region commanders on Jan. 5, 1961. Wing Commanders were asked to negotiate agreements at state level with their respective Civil Defense agencies and to make their organization and resources available to assist local Civil Defense agencies during emergencies. As a result of these instructions and, using a sample agreement furnished as a guide, 50 CAP Wings have been successful in their negotiations and now have working agreements at state level.

A relatively new task for CAP is support of the Air Force Reserve Recovery mission. This involves assistance to 280 Reserve units throughout the nation. A recent project of this office was the development of National and Wings plans for CAP support of the Recovery program. The National plan explains the Recovery concept and tells how CAP resources may be employed by Reserve Commanders in support of the Recovery mission. The Wing plan supplements the National plan. It was designed so that the wing commander could add additional units as task organizations and further distribute to subordinate units.

Spending Corporate Funds Governed by Strict Rules

NATIONAL HEADQUARTERS — The National Headquarters Comptroller, Lt. Col. Frederick J. Whittle, USAF, is a man with two jobs. In addition to the responsibility for managing the USAF budget for this headquarters, he is also charged with the management of over \$340,000 annually in Civil Air Patrol money.

CAP is a civilian, non-profit corporation chartered by the Congress of the United States. As a corporation, CAP derives revenue from membership dues and through the sale of books through the Civil Air Patrol bookstore.

All funds are programmed and budgeted by the corporation finance committee and the National Finance Officer, Col. William D. Haas, CAP. The national controller is Col. George S. Hastings, CAP. The CAP budget is submitted to the National Board for approval.

The authority by which personnel of National Headquarters, CAP-USAF, handle Civil Air Patrol money is contained in an agreement, dated Nov. 3, 1959, between the CONAC commander and the National Board chairman, representing the corporation. These accounts are audited annually by a certified public accountant hired by the corporation.

Expenditures from National Headquarters are made for two principal purposes; payment for services and supplies available to the headquarters, and payment of publication costs for new and re-

vised books sold through the bookstore. The difference between actual expenditures and receipts is made available to the corporation fund as budgeted through its own finance office at Nashville, Tenn.

Here is a breakdown of where the hard-earned dollar of CAP members is used:

Cadet Activities	.33
Nat'l Hq. Administration	.18
CAP TIMES	.15
Insurance	.12
Scholarships	.09
Other Administration	.10
Reserve	.03
	\$1.00

SPECIAL WINTER CAP UNIFORMS 13.90

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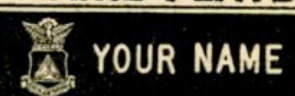
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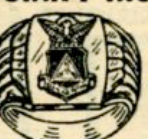
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Thank You

The editor of CAP Times wishes to thank the many information officers in the field and personnel of the National Headquarters for their assistance in making this special issue of the paper possible.

Special thanks for assistance in the final preparation of copy goes to Tom Porter, Capt. Ralph E. Wiloughby, Phil Mahar, John Maher, Charles Johnson, Sally Miller, SSgt. Dave Snyder, SSgt. Ray Billick, Ethel Mae Dickard and Carol Gasaway.

W W II Created Need for Organized Light Plane Force

(Continued From Page 8)

Col. John J. Thornhill is chief liaison officer and James D. Petty is the Philco contract services advisor.

• **Illinois Wing** with its 3,489 members in 111 units is the largest in the Great Lakes Region. Col. Ralph M. Shangraw is wing commander and Maj. Ted E. Anderson is liaison officer.

Col. John W. Richards heads the **Indiana Wing** with Maj. Charles W. Veatch, USAF, liaison officer. There are 604 seniors and 1,077 cadets in the 69 wing units.

• **Kentucky Wing** is under the leadership of Col. F. A. Blevins, wing commander, and Maj. Wilbur H. Stokes, USAF, liaison officer. There are 24 units in the wing and 626 total members.

The 99 units in the **Michigan Wing** are commanded by Col. John E. Issitt and Maj. James W. Gray Jr., USAF, is the liaison officer. There are 1659 cadets and 949 seniors in the wing.

• **Ohio Wing** with its 83 units and its 2556 members is commanded by Col. Robert H. Herweh. Lt. Col. Oliver H. Meyers, USAF, is liaison officer.

Lt. Col. Herbert V. Harrison is commander of the **Wisconsin Wing**. There are 929 senior members and 1,138 cadets in the wing's 61 units.

SOUTHEAST REGION

THE SOUTHEAST Region is comprised of six wings with a total of 8,777 cadets and 4,093 seniors. Region commander is Col. Frank W. Reilly and Col. Orren H. Lane, USAF, is chief liaison officer. Region headquarters is at Nashville, Tenn.

The Philco contract service advisor is James F. Jones.

The 26-unit **Alabama Wing** is commanded by Col. E. C. Nall. There are 426 senior members and 866 cadets in the unit. Lt. Col. E. W. Lewis, USAF, is liaison officer.

The fastest growing wing in the Southeast Region is **Florida Wing** with its 116 units. The wing is commanded by Col. Hal duPont and Maj. Van Ness H. Barnard, USAF, is liaison officer. There are 1793 seniors and 2552 cadets in the wing.

Georgia Wing, headed by Col. G. W. Curtiss Jr., is composed of 560 seniors and 665 cadets. Major Octavio Jordan, USAF, is liaison officer.

Seven Hundred, Twenty-six CAPers are members of the **Mississippi Wing**. The 17-unit wing is commanded by Col. W. P. Bridges and the liaison officer position is vacant.

Puerto Rico Wing is the only wing in Civil Air Patrol that is not a state and lying outside the continental limits of the United States.

The wing is commanded by Col. Clara Livingston and Capt. Lanis

Pinchuk, USAF, is liaison officer. There are 3,592 members in the 43 units.

Col. James F. H. Bottom is commander of the **Tennessee Wing**. There are 50 units in the wing with a strength of 682 seniors and 950 cadets. Maj. E. H. Thone, USAF, is liaison officer.

NORTH CENTRAL REGION

THE NORTH CENTRAL Region is under the command of Col. James H. Laidlaw, who maintains his headquarters at Minneapolis, Minn. The seven-wing region has 3,132 cadets and 3,071 senior members in its 211 separate units. There are also 1,161 radio stations in the region.

Chief liaison officer is Col. Earl H. Dunham, USAF. Philco contract services advisor is Anthony E. Radosevich.

• **Iowa Wing** is commanded by Col. Hal D. Rodgers and Lt. Col. D. E. Eberhardt, USAF, is wing liaison officer. The wing has 24 units composed of 325 seniors and 334 cadets.

Col. E. S. Villines commands the **Kansas Wing** with its 36 units.

There are 453 seniors and 429 cadets in the wing. The liaison officer position is vacant.

• **Minnesota Wing** with its 46 units comprised of 712 seniors and 800 cadets is the largest wing in the North Central Region. Wing commander is Col. R. T. Murphy and Maj. W. B. Schnase is liaison officer.

The **Missouri Wing** is headed by Col. J. O. Ladd and Maj. J. S. Mitchell, USAF, is liaison officer. The wing has a manning of 626 members in 40 units.

The 25-unit **Nebraska Wing** is headed by Col. P. J. Stavneak. Capt. L. F. Kimminau, USAF, is liaison officer. There are 340 seniors and 375 cadets in the wing.

• **North Dakota Wing** has 535 members in its 24 units. Wing commander is Col. S. C. Frank and Maj. D. P. Davis, USAF, is liaison officer.

Col. John E. Page is wing commander of the **South Dakota Wing** and Maj. R. J. Harrington, USAF, is liaison officer. The wing boasts 16 units with a strength of 734 members.

SOUTHWEST REGION

THE SOUTHWEST Region encompasses the six-state area spanning from Arkansas and Louisiana on the east to Arizona on the west. Region commander is Col. Walter M. Sanford who maintains his headquarters at Dallas, Texas.

Region liaison officer is Col. Ernest B. Maxwell, USAF, and Walter I. Conner is the Philco contract services advisor. There are 5,331 cadets and 3,406 senior members in the region. There is also 1,173 radio stations.

The region's westernmost wing, **Arizona Wing**, is commanded by Lt. Col. F. S. Travis. Maj. R. W. Younger, USAF, is liaison officer.

The wing, with its 25 units has a manning of 497 seniors and 703 cadets.

• **Arkansas Wing** commander is Col. J. A. Wellons. There are 876 members in the wing's 22 units. Capt. Billie J. Goodwin, USAF, is liaison officer.

Col. J. G. Ehrlicher commands the **Louisiana Wing** and Lt. Col. E. W. Christiansen, USAF, is liaison officer. There are 27 units in the wing with an enrollment of 1,182 cadets and 526 senior members.

The 931 members of the **New Mexico Wing**, are commanded by Col. H. D. Thomas. The wing includes 23 units. Maj. Tony P. Gill, USAF, is liaison officer.

• **Oklahoma Wing** with its 22 units is commanded by Col. M. A. Marrs. The wing boasts 441 senior members and 547 cadets. Capt. James O. Johnson, USAF, is liaison officer.

Col. M. R. Barnes commands the largest wing in the region. **Texas Wing** has 98 units, 3,008 members covering 267,339 square miles. Lt. Col. R. B. McMurray, USAF, is liaison officer.

ROCKY MOUNTAIN REGION

THE ROCKY Mountain Region includes the fewest number of states—five—however, ranks third in total area with 517,772 square miles.

Region commander is Col. John T. Vance who maintains his region headquarters at Lowry AFB, Colo. There are 2,606 cadets and 1,912 senior members in the region's 122 units. The region also has 1,074 radio stations.

Col. William M. Bower, USAF, is region liaison officer and Donald C. Brownhill is Philco advisor.

• **Colorado Wing** has 49 units composed of 804 seniors and 1,022 cadets. Wing commander is Col. A. F. Putz and Maj. William Pakalka is liaison officer.

Col. D. L. Shaw is commander of the **Idaho Wing**. The wing has 25 units with a total enrollment of 730 members. Maj. E. H. Butts Jr., is liaison officer.

The 469-member **Montana Wing** was headed by Col. J. T. Vance. There are 12 units in the wing. Maj. E. G. Rickman Jr., is liaison officer.

Utah Wing is commanded by Col. J. S. Bergin. The liaison officer is Maj. L. F. Phipps, USAF.

Within the wing is 21 units having an enrollment of 451 senior members and 546 cadets.

Col. N. G. Catellier commands the **Wyoming Wing**. He has the support of 241 seniors and 220 cadets enrolled in the wing's 13 units. Maj. R. E. Johnson is liaison officer.

PACIFIC COAST REGION

THE PACIFIC Coast Region with its 1,027,230 square miles, encompasses the westernmost states, Nevada, Hawaii and Alaska. Region commander is Col. Herbert Barnett who maintains a headquarters at Hamilton AFB, Calif.

The region has 256 units with a total manning of 4,908 cadets and 4,880 senior members. There are 1,977 radio stations operating in the region.

Chief liaison officer is Col. Joseph B. Stanley, USAF. The Philco advisor is H. Frank Cammack.

• **Alaska Wing**, commanded by Col. J. E. Carter, includes 30 units. There are 512 senior members and 428 cadets in the wing. Maj. Karl P. Kenyon, USAF, is liaison officer.

Col. R. H. Gaver heads the **California Wing** with its 4,935 members. There are 141 units in the wing.

Capt. Floyd Sanesi, USAF, is liaison officer.

The 21-unit **Hawaii Wing** has 256 senior members and 648 cadets. Col. Lee Maice is commander and Lt. Col. Fred Coleman, USAF, is liaison officer.

The smallest wing in the region is the **Nevada Wing** with its 13 squadrons and 617 members. Col. N. A. Sowle is commander and Maj. A. V. Mundt, USAF, is liaison officer.

• **Oregon Wing** is commanded by Col. C. R. Chick and Maj. C. H. Bledsoe, USAF, is liaison officer. There are 23 units in the wing with a manning of 450 senior members and 468 cadets.

Col. Roger Guilmett is commander of the **Washington Wing**. There are 26 units in the wing and 1,112 members. The liaison officer is Maj. M. G. Camerer, USAF.

Aerospace Ed. Defined

Aerospace education is that branch of general education concerned with communicating knowledge, skills, and attitudes about aerospace activities and the total impact of the air and space vehicles upon society. It must be distinguished from those branches of special education known as aeronautical and/or astronautical education which are concerned with training specialized aerospace workers.

Letters to the Editor

(Continued From Page 4)

your age, the bigger aviation will be when you are old enough to fly. Being mascot of the Patrol will give you a head start.

Sincerely,
Earle L. Johnson
Col. USA
National Commander

MISS UNDERSTANDS

Major Gen. Air Corps
John F. Curry

January 25, 1943

Dear Sir,

There has been some mistake about the letter I sent inquiring about the Air Signal Corps. I was referring to the place where women shoot down enemy planes, not to fly planes. I never flew a plane in my life.

I guess you understand what I meant now. I remain,

Yours truly,
Gladys Austin

UNFAIR SITUATION

March 30, 1942

Dear Mr. President,

I wish to call your attention to an unfair situation that exists . . . pilots for the Army and Navy Air Corps are all furnished their clothing, lodging, subsistence and pilots of the Civil Air Patrol furnish their own lodging, subsistence and receive no military pay of any nature. These pilots all have families, payments on homes and taxes to pay, therefore, two-thirds of our best Civil Air Patrol pilots

are not able to join Civil Air Patrol because of acute financial reasons.

Respectfully yours,
Dr. W. E. Eisenhart
World War I veteran

NO PAY

March 1, 1943

Dear Mrs. Roosevelt,

When we enlisted in the Civil Air Patrol we were told we would be paid every two weeks. Beginning March 1 (1943) we are entering the ninth week for which we have received no pay. This has worked a hardship on most of the men as some have had to pawn personal effects and others have had to borrow money from finance companies who charged them three per cent per month and took a Chattel on their furniture.

Personal regards
Walter Wunder

MASCOT

Feb. 23, 1943

Dear President Roosevelt,

I am mascot of the Civil Air Patrol here in New Orleans and they have a pretty big group. May I wear a Civil Air Patrol insignia to show I am mascot of the Civil Air Patrol? I will try and do every thing I can. They made me mascot because I am all ways at the airport. I have a uniform just like them. And I go on messages from the hangar to office.

Yours truly,
Gerald F. Rathburn
11 years old
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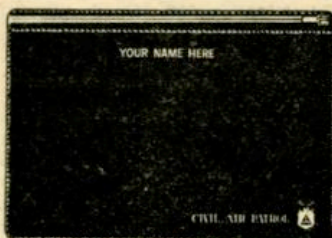
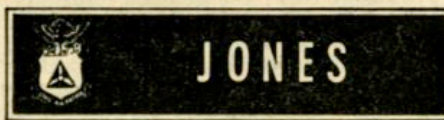
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14,000 Radio Stations Serve Needs of CAP

NATIONAL HEADQUARTERS — When the “chips are down,” or the “horn blows” — whatever phrase you may choose for an emergency — the Civil Air Patrol radio operators respond to the call just as the Minute Men of the past.

Today the CAP communications system consists of over 14,000 radio stations licensed by the Federal Communications Commission. Of these, there are approximately nine thousand stations in active service. The types range in combinations of land, mobile, and aircraft stations with increasing emphasis being placed on mobile and aircraft units since these types are of such great value during emergencies.

Higher powered fixed stations provide air-to-ground communications, operations, with mobile equipment on operational missions, and point-to-point administrative and operational service for CAP commanders.

Throughout all activities of CAP, devotion to duty is important; it is no less true than in CAP communications.

THE CAP radio operators responded to the call during such natural disasters as recent Hurricane Carla and the tornado which hit Fargo, North Dakota, a few years back. This was again illustrated during the civil defense exercise “Survival East.”

Most of the equipment used is of obsolescent military type, obtained through surplus channels. Some of the more “well-to-do” and serious communicators have a considerable investment in relatively modern equipment.

Equipment ranges from small transceivers installed in members’ private autos, or in jeeps and trucks up to \$30,000 mobile communication centers with trailer mounted auxiliary power units. These mobile stations have proven to be of inestimable value during such natural disasters as floods, hurricanes, tornadoes, etc., and have won many lasting friends for CAP.

Because of proven capability and performance in time of need, states make annual appropriations to Civil Air Patrol, earmarking specific portions of the funds for purchase or maintenance of communications equipment.

There are actually two communications systems; the USAF-CAP liaison net operating on regular assigned frequencies, and the CAP nets, operating on Air Force allocated frequencies, falling within the FCC Aviation Services band. Besides being allocated these frequencies, CAP stations must be licensed to use these frequencies by FCC. The

Radio Operators Needed in CAP

NATIONAL HEADQUARTERS—Civil Air Patrol radio stations are licensed by the FCC for emergency, training and operational activities of CAP. The stations operate under dual regulations: Federal Communications Commission and Civil Air Patrol.

Dual validation also is required for the operation of a CAP radio station. The operator must meet FCC requirements and hold a valid CAP radio operator’s proficiency card.

Limited operation of radio stations by cadets under close supervision of qualified senior communicators is authorized for short periods of time, even though the cadet who is training may not hold a valid operator’s license.

Mere possession of a FCC license or permit and a CAP operator’s card does not make an operator. The skills required for good on-the-air ability are acquired by reading and listening and improved by practice, both off and on the air.

mere allocation of a frequency by the Air Force does not, in itself, permit CAP members to operate on that frequency. They must be fully qualified and certified by the FCC.

To aid in the technical aspect of the net, the Air Force has under contract from Philco Corporation nine men assigned to the CAP program. They are called Contract Services Advisors. Of these, eight are assigned to the region liaison offices, one to each region and one to Headquarters CAP-USAF. They maintain the regional and wing liaison office radio stations. Additionally, they aid in screening surplus radio lists for equipment, and act as technical consultants for their region, traveling through the region as needed, assisting the various units with problems, and aiding in action for FCC license applications.

Operation of the CAP radio network normally follows the chain of command, from the unit or squadron level on up to wing and region. The country is divided into eight regions in the CAP net. In addition to regular CAP facilities, there are 61 USAF stations. The National communications center at National Headquarters, CAP-USAF, Ellington AFB, Texas, is in direct contact with stations at each AF-CAP region liaison office. There is a station at each AF-CAP state wing liaison office plus the National Capital and Puerto Rico wings. Most of the liaison office stations are located with corresponding CAP headquarters stations.

IN ADDITION to search and rescue operations, training, and regular communications, CAP facilities stand ready to support Civil Defense in any way possible during natural disaster or in event of national alert.

One of the other and perhaps most important contributions CAP can offer is support of the Reserve Recovery program. Envision the chaotic conditions which might exist calling for actual implementation of the recovery program.

There would be no such thing as enough communications. Civil Air Patrol stands ready to do the job. If the Reserve Recovery unit has not established its own communications set up, then the local CAP unit can provide mobile and fixed facilities for alerting and passing of operational traffic. If the Reserve Recovery unit has its own radio system, CAP is ready as a first class back-up, whether for local activities or long distance transmission.

Civil Air Patrol offers an existing capability. It is true that as long as regular military communications are in business CAP’s services may not be directly employed. The argument is not that CAP’s volunteer, part-time communicator can do a better job than professionals; however, CAP does say that their volunteers are qualified and ready. Some day CAP’s communication net might be the only means of getting the “word” through.

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Advisory Unit Draws Upon Former Chiefs

NATIONAL HEADQUARTERS—The largest national committee in the Civil Air Patrol is the National Advisory Council. Membership is comprised of past national commanders, past national board chairmen, past national board members, past region deputy commanders and past region deputy directors as appointed by the chairman of the national board.

The primary purpose of the council is to be available to the national board, national commander and the national executive committee for advice and counsel.

Past national commanders who are members of the advisory council include: Maj. Gen. John F. Curry, USAF ret., Gen. Frederic H. Smith, USAF ret., Maj. Gen. Lucas V. Beau, USAF ret., Maj. Gen. Walter R. Agee, USAF ret., and Brig. Gen. Stephen D. McElroy, USAF.

Past chairmen of the national board who are members include: Gen. Carl A. Spaatz, USAF ret., Col. D. Harold Byrd, CAP, and Col. William C. Whelen, CAP.

Other Civil Air Patrol colonels who are members of the council are: John H. Batten, Richard C. Jaye and James J. Mitchell, Great Lakes Region; F. Joseph Donohue, A. Paul Fonda, and David S. Hartner, Middle East Region.

Victor R. Freer, James J. O'Connor and Vee L. Phillips, North Central Region; James L. Biggs, Elbert C. Isom and Robert C. Sprague Jr., Northeast Region; J. Reed Capps, Willoughby C. Dye and Raymond A. Smith, Pacific Coast Region.

Ernest E. Allaby, Charles F. Howard and Murray C. McComas, Rocky Mountain Region; Harry B. Dyer, James T. Granbery and Joseph F. Moody, Southeast Region; and George J. Race, Emmett O. Rushing and Alfred M. Waddell, Southwest Region.

AF Gives Truck to CAP

BLYTHEVILLE, Ark.—The 97th Bomb Wing maintenance facilities at Blytheville AFB, Ark., this week presented the Blytheville Composite Squadron, Civil Air Patrol, with a reconditioned salvaged Air Force pick-up truck to be used in air search and rescue missions by the CAP.

CAP TIMES CLASSIFIED

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Program Preserves 'Romance' of Flying

By WILLIAM SCHULTE
Federal Aviation Agency

SIXTY YEARS. That's how long — or how short a time — man has been flying. And we remember the names well. Wilbur and Orville Wright — of course. Glenn Martin, Glenn Curtiss and the other aviation pioneers. Eddie Rickenbacker — the incomparable American ace-of-aces. Charles Lindbergh — 33½ hours to Paris and the vast hoard which surged across LeBourget shouting his name. Wiley Post and “Wrong Way” Corrigan. Roscoe Turner, Jimmy Doolittle and the air race heroes of the Thirties. Amelia Earhart — a wisp of a girl who flew like a man and whose ghost still haunts us today.

Generations of Americans grew up with these names on their lips and vowed that some day they too would do great deeds.

Then came World War II and thousands of young men learned to fly, courtesy of the United States Government. Air power was forged into a new and terrible — and finally decisive — weapon of mass destruction.

After the war, many veterans of the air service continued to fly and civil aviation was given great impetus which has continued unabated.

The Civil Air Patrol with its more than 40,000 cadets certainly suggests that the airplane has lost none of its appeal. But there exists a great need to bring more young people into active participation in aviation. Without their help, United States can not expect to maintain world leadership in this area of critical economic and military importance.

Cap has done much to spread the gospel of flight over the years. The Federal Aviation Agency appreciates these missionary efforts because it too has a Congressional mandate to promote, encourage and develop civil aeronautics. FAA's educational and training programs have been greatly accelerated in recent months and an even more intense campaign is planned for the future — in close cooperation with CAP.

But aviation education is only one area of common ground for FAA and CAP. CAP's untiring efforts to promote air safety and its vital search and rescue work long have had the active support of FAA.

In addition, the FAA was recently given a dramatic demonstration of CAP's defense readiness capability and potential in the “Survival East” exercise. CAP's fine showing contributed greatly to the success of the exercise and was especially heartening to FAA which has been charged by President Kennedy with responsibility for developing emergency preparedness programs for civil aviation.

FAA needs the continued cooperation of CAP if their common goals in the field of aviation are to be attained. With God's help, they will make continued progress, moving ahead with intelligence, mutual understanding — and some fun.

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Committees Handle Communications, Legal, Finance

NATIONAL HEADQUARTERS — The National Communications Committee was founded to provide the national commander with a group of well-trained, highly experienced communicators to whom he could refer all communications problems for consideration and resolution.

The members are appointed by the national commander and as vacancies exist within the committee, candidates are nominated by the National Headquarters personnel, region and wing commanders and their staffs, region contract technicians and committee mem-

bers. Final screening of candidates is made by the director of communications at National Headquarters followed by appointment by the national commander.

THE COMMITTEE consists of a chairman, vice-chairman, record-

ing secretary and two active members from each CAP region. One of the representatives is an alternate member.

Key responsibility of the communications committee is to evaluate CAP capabilities and limitations and make pertinent recommendations concerning utilization, modification and other improvements.

NATIONAL HEADQUARTERS — A legal background and a thorough knowledge of the corporate structure of Civil Air Patrol are prerequisites for appointment to the Constitution and By-Laws Committee.

Appointed by the chairman of the national board, the eight members of the committee have the corporate authority to:

- Review all proposed changes in the constitution and by-laws and offer recommendations prior to consideration by the national board.

- Edit, prior to publication, all resolutions of the board and the National Executive Committee.

- Make recommendations regarding changes in the constitution and by-laws when necessary to carry out resolutions of the board or NEC.

Col. Lyle M. Castle is chairman of the committee. Committee members include: Colonels James J. O'Connor, Robert L. O'Neil, Herbert Barnett, Frank W. Reilly, Charles F. Howard, Roy St. Lewis and Lt. Col. John H. Murphy, USAF.

Colonel Murphy is staff judge

advocate at National Headquarters.

NATIONAL HEADQUARTERS — Responsibility for the financial planning and supervision of all funds of the National Treasury of Civil Air Patrol lies with the CAP National Finance Committee.

The committee is composed of 10 CAP members including the national finance officer, national controller and one representative from each of the CAP regions selected by the chairman of the National board from the membership

of the board, the national advisory council and region advisory councils.

Col. William D. Haas serves as national finance officer and chairman of the committee. The national controller, Col. George S. Hastings, serves as vice chairman.

Other members of the national finance committee include Colonels Nanette M. Spears, Homer L. Bigelow Jr., Stanhope Lineberry, Richard H. Reynard, Frank W. Reilly, Richard T. Murphy, Harlon W. Bement and Herbert Barnett.

Holiday Greetings

NATIONAL HEADQUARTERS — The holiday season is only a few weeks off and with it comes the close of another year of successful Civil Air Patrol operation. The year 1963 has been one of notable progress in CAP. By working together we have accomplished a great deal toward achieving our goals. I am looking forward to even greater progress in 1964.

To all CAP members and their families a very Merry Christmas and a successful New Year in 1964 from myself and the members of the National staff.

PAUL C. ASHWORTH
Colonel, USAF
National Commander

NASHVILLE, Tenn.—On behalf of the National Board and the National Executive Committee of Civil Air Patrol, I extend my best wishes for a happy Yuletide.

This year has been one of the most progressive in CAP since its inception in 1941. Every member of CAP can be proud of our record and we can all look forward to even greater accomplishments next year.

A Merry Christmas and a Happy New Year to all members of CAP.

PAUL W. TURNER
Colonel, CAP
Chairman, National Board

HQ for CAP

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